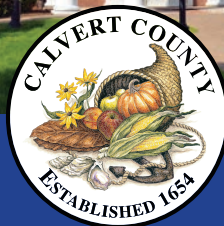




TOWN CENTER MASTER PLAN

Prince Frederick

July 2021 Draft



SUBMISSION OF COMMENTS

Request for Comments

The Calvert County Planning & Zoning Department, on behalf of the Calvert County Planning Commission and with the assistance of other Calvert County Government departments and Sabra & Associates, Inc., has prepared a draft updated master plan for the Prince Frederick Town Center. The plan is intended to replace the Prince Frederick Master Plan, adopted in 1989.

The Planning Commission is seeking comments on the *Prince Frederick Town Center Master Plan (July 2021 Draft)*. **Comments submitted by 4:30 PM on Wednesday, September 1, 2021, will be provided to the Planning Commission for its meeting scheduled for Wednesday, September 15, 2021.** Details about the Planning Commission's meeting will be available on the county's website at <https://www.calvertcountymd.gov/2792/2021-Agenda-Calendar>.

Adoption Process

The adoption process has multiple steps.

- The Planning Commission will review and consider comments submitted on the July 2021 draft plan.
- The Planning Commission will prepare a "Recommended Plan" and hold a public hearing to receive comments on its "Recommended Plan".
- The "Recommended Plan" will be distributed to state and regional agencies for review at least 60 days prior to the public hearing.
- Agencies and members of the public can submit written comments prior to the public hearing and can give oral comments and submit written comments at the public hearing.
- The Planning Commission will review and consider comments on the "Recommended Plan".
- The Planning Commission will prepare and vote on its "Approved Plan".
- The Planning Commission will forward its "Approved Plan" to the Board of County Commissioners for consideration.
- The Board will hold a public hearing on the plan where agencies and the public can submit written comments prior to the public hearing and can give oral comments and submit written comments on the proposed plan at the public hearing.
- The Board can adopt the plan, modify the plan, remand the plan back to the Planning Commission, or disapprove the plan.

The Planning Commission will review and consider comments submitted on the July 2021 draft plan. The Planning Commission will prepare a "Recommended Plan" and hold a public hearing to receive comments on its "Recommended Plan". The "Recommended Plan" will be distributed to state and regional agencies for review at least 60 days prior to the public hearing. Agencies and members of the public can submit written comments prior to the public hearing and can give oral comments and submit written comments at the public hearing. The Planning Commission will review and consider comments on the "Recommended Plan". The Planning Commission will prepare and vote on its "Approved Plan" and forward the plan to the Board of County Commissioners for consideration. The Board will hold a public hearing on the plan where agencies and the public can submit written comments prior to the public hearing and can give oral comments and submit written comments on the proposed plan at the public hearing. The Board can adopt the plan, modify the plan, remand the plan back to the Planning Commission, or disapprove the plan.

How to Submit Comments

Address comments to Mr. Steve Jones, Chair, Calvert County Planning Commission. Comments may be submitted by:

Email: TownCenterUpdate@CalvertCountyMD.gov

Mail: 205 Main Street, Prince Frederick, MD 20678

Fax: 410-414-3092

Hand-delivered: 205 Main Street, Prince Frederick, MD 20678

Please note that names, addresses/e-mail addresses, and/or written comments become part of the public record for the Prince Frederick Town Center Master Plan and Zoning Update. Public record documents will be made available to the public upon request, in hardcopy or digital format for a fee, and may be made available in digital format on the county's website, www.calvertcountymd.gov.

If you have any questions, please contact the Long Range Planning staff at 410-535-1600, ext. 2356 or TownCenterUpdate@CalvertCountyMD.gov.

NOTE: This page is included merely for purposes of information and will not be included in the final version of the Prince Frederick Town Center Master Plan.

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Acronyms

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ACRONYM	DEFINITION
BOCC	Board of County Commissioners
CCPS	Calvert County Public Schools
CMR	Department of Communications and Media Relations
CSM	College of Southern Maryland
ED	Department of Economic Development
EC	Environmental Commission
F&B	Department of Finance & Budget
HDC	Historic District Commission
HR	Department of Human Resources
LPPR Plan	Land Preservation, Parks, and Recreation Plan
LRTP	Long Range Transportation Plan
MDOT	Maryland Department of Transportation
MDP	Maryland Department of Planning
MDTA	Maryland Transportation Authority
MEMA	Maryland Emergency Management Agency
MTA	Maryland Transit Administration
PC	Planning Commission
PFA	Priority Funding Areas
P&R	Department of Parks & Recreation
PS	Department of Public Safety
PW	Department of Public Works
P&Z	Department of Planning & Zoning
SHA	State Highway Administration
SMHA	Southern Maryland Heritage Area
TCCSMD	Tri-County Council for Southern Maryland
TDR	Transferable Development Rights
TS	Department of Technology Resources
WIP	Watershed Implementation Plan
WWTP	Wastewater Treatment Plant

CHAPTER I. PURPOSE

Purpose

The Prince Frederick Town Center Master Plan is an official policy document of Calvert County, one of several documents used to implement the Calvert County Comprehensive Plan, which was adopted in August 2019. Like the Comprehensive Plan, the Prince Frederick Town Center Master Plan is a snapshot in time of the dynamic process of managing growth in Calvert County.

An adopted Town Center master plan serves many purposes:

- The Board of County Commissioners, the Planning Commission, and county departments use the plan as a guide when evaluating proposed projects, considering new or changes to ordinances and regulations, and developing the operating and capital budget.
- The Town Center master plan also establishes a framework for zoning regulations specific to the Prince Frederick Town Center.
- State agencies use the plan when considering whether to provide state funding for a local project (e.g. public infrastructure, community development projects, etc.).
- Businesses and developers use the Plan to help make investment and location decisions.
- Residents use the Plan to evaluate how well the county government is responding to the goals and objectives written in the Plan.

While a master plan is an official policy document, it is not a blueprint for development, nor does it commit specific resources to its implementation. Decisions made by agencies should be consistent with the goals of the Town Center master plan, but specific implementing actions and details are left to the appropriate agency or public body through their usual processes, including rule-making - such as adoption of zoning regulations, administration - such as site plan and subdivision plan approval, and funding of projects through capital expenditures.

CHAPTER 2. KEY ISSUES AND VISION

Key Issues for Prince Frederick Town Center

The plan was developed as the nation was enduring the Covid-19 pandemic. The economic and social consequences of which may be transformative – or life could return to “normal” as we knew it at the beginning of 2020. It is impossible to know. The county government, residents, and businesses must be nimble in response, while also considering historical factors, future trends, and community values.

Key issues for the Prince Frederick Town Center include the following:

Demographics. Calvert County’s population is getting older. An aging population will require a different set or extent of public services – health care, recreation programs, transportation – than exists today. How can the Town Center Master Plan be responsive to the needs of an aging population?

Environmental Promotion and Protection. Prince Frederick’s forested areas, stream valleys, and proximity to the Chesapeake Bay and Patuxent River are critical environmental resources that deserve to be protected. In addition, providing safe and environmentally sensitive access to public lands for recreation and the enjoyment of nature is important for the health and well-being of people who live, work, and or visit Prince Frederick. How can the Town Center Master Plan promote environmental conservation and stewardship?

Growth and Development. The last major “growth spurt” in Calvert County was fueled by in part by the Department of Defense’s Base Realignment and Closure (BRAC) process that selected the Naval Air Station Patuxent River as a receiving base for ones that were being realigned. Absent such a major economic event, there is unlikely to be a significant shift in development beyond the forecasted +/- 1 percent annually. How can the Town Center Master Plan be structured to capture growth that will occur within the county in order to achieve a vibrant town center, but not enable overdevelopment that strains the quality of life?

Housing Access and Affordability. How can the Town Center Master Plan enable residents from a wide range of economic levels, household sizes, and age groups to be a part of the Prince Frederick community?

Land Preservation. The Transferable Development Rights (TDR) program has been a stalwart of the county’s agricultural preservation program over the past 30 years. However, the program has become stagnant and the supply of and demand for TDRs is out of balance. How can the Town Center Master Plan help to reinvigorate the TDR program?

Promoting Community. There have long been calls for public spaces which promote civic pride and community engagement. How can the Town Center Master Plan encourage the creation of civic buildings, spaces, and events that meet the desire for a greater community spirit?

Resiliency. Rapidly changing climate patterns will have myriad effects on communities ranging from torrential rainfall that may overwhelm existing drainage and stormwater management infrastructure; excessive heat and excessive cold will cause roadways to buckle and crack with more regularity; and home heating and cooling costs may rise with the rapid extreme fluctuations in temperature.

Transportation. Traffic congestion, mobility for those without personal vehicles, and the safety of motorists, pedestrians, and bicyclists are significant concerns for many residents of Prince Frederick. How can the Town Center Master Plan further develop the transportation network in a way that is balanced?

Quality Neighborhood Design and Streetscape. Current and past planning and stakeholder engagement efforts have revealed that residents want higher quality design in the Town Center area to cultivate an attractive character that encourages lingering and expresses a distinctive Prince Frederick style. How can the Town Center Master Plan encourage high-quality design in new construction, as well as support streetscaping and placemaking efforts in established areas, to develop this character?

Strategic Direction

The Calvert County Comprehensive Plan, adopted in 2019, recognizes that the promise of Calvert County's Town Centers – including Prince Frederick – has gone unrealized. While the county has continued its success in preserving farm and forest land, development has not materialized at the scale, pace, and density needed to create vibrancy in Prince Frederick. In developing this master plan, the Planning Commission acknowledged that a new policy framework and implementation tools are necessary to achieve the Comprehensive Plan's vision for Prince Frederick.

Some concepts in this updated Prince Frederick Town Center Master Plan represent a significant departure from current policy and practice. It has been over 30 years since the adoption of the original master plan for the Prince Frederick Town Center. While many of the actions in the original plan have been accomplished or implemented, the vision for Prince Frederick has not been achieved. While the vision of a vibrant Town Center remains, this updated plan suggests new strategies to achieve the vision. Establishing a strong and meaningful Prince Frederick Town Center Master Plan requires making strategic choices.

The following four guiding principles have helped shape master plan update. The Town Center Master Plan should:

- target a few specific development areas to achieve a “sense of place”.
- take a holistic approach to balance development rights, regulatory and design requirements, taxes, fees, etc. to foster the desired amount, diversity, and pattern of growth in the Town Center.
- prioritize connectivity among and within the targeted development areas over mainline transportation capacity.
- assign growth, development rights and responsibilities to the parties best suited to achieve the desired growth pattern.

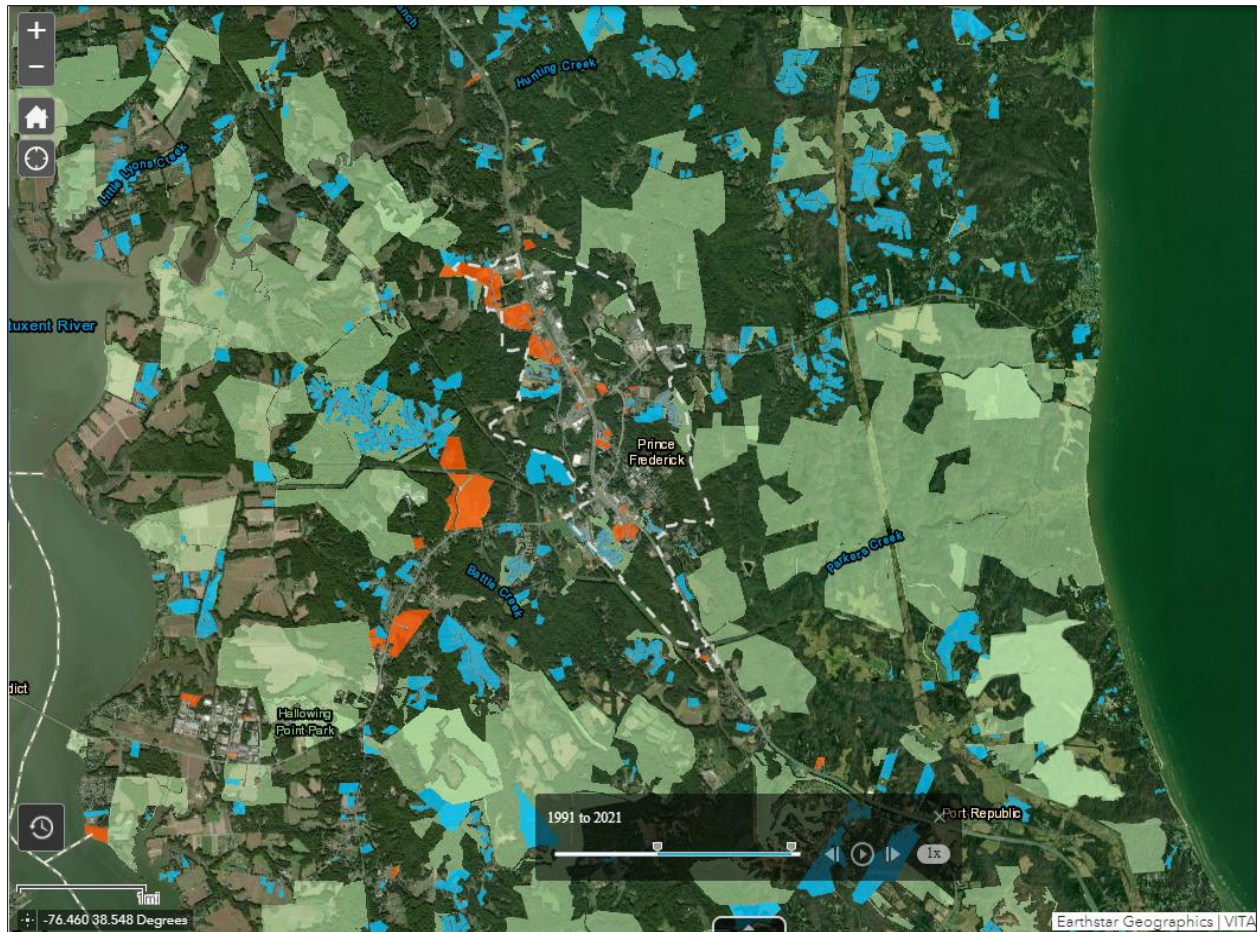


Figure 1. Between 1991 and 2020, there were far more residences (shown in blue) built outside of the Prince Frederick Town Center than inside its boundaries. The lack of density in the Town Center has hampered efforts to achieve a vibrant sense of place - and more farmland and forested areas have been consumed.

The Calvert County Comprehensive Plan Visions and How They Can be Realized in the Prince Frederick Town Center

The strategic direction for the Prince Frederick Town Center Master Plan is also used to develop actions which support the county's ten "visions" as defined in the Calvert County Comprehensive Plan.

I. Our landscape is dominated by forests and fields.

The master plan recognizes the Calvert County Comprehensive Plan's policy to direct development to Prince Frederick and other Town Centers. The master plan strives to minimize disturbance of our natural landscape.

The Prince Frederick Town Center Master Plan:

- identifies key natural resources which should be preserved and/or restored through future development regulations, strategic acquisition of preservation easements, and other means.
- encourages use of the Transferable Development Rights (TDR) program in targeted development areas, thereby stimulating market demand for the use of TDRs.

2. Our Town Centers are attractive, convenient, and interesting places to live, work, and shop.

The Prince Frederick Town Center Master Plan:

- prioritizes policies and investments that create vibrant public spaces and encourages high quality design of the built environment.
- encourages the development of a significant public gathering space along Main Street in coordination with redevelopment of the county's Administrative Services Building.
- recommends pursuing *Main Street America* designation and technical assistance and pursuing infill development opportunities along Main Street.
- emphasizes that aging shopping centers should be repurposed for mixed-use redevelopment.
- urges that excise taxes and development fees be recalibrated to encourage growth within the Town Center.

3. Our wetlands, streams, and forests and the Chesapeake Bay and Patuxent River support thriving plant and animal communities.

The Prince Frederick Town Center Master Plan:

- recommends preservation of more than 90 acres of forested areas along the headwaters of Parkers Creek.
- encourages design and development regulations that cluster development in order to preserve and protect forests, streams, and other natural resources.

4. Our highways are safe with only moderate congestion and transit is readily available. Walking and bicycling are practical alternatives within and in close proximity of Town Centers.

The Prince Frederick Town Center Master Plan:

- suggests the alignment for the eastern loop road, makes recommendations for improving safety and congestion along MD 231, and recommends other strategies to manage congestion.
- creates the framework for a bicycle network with connections to important community destinations.
- recommends a new approach to mitigating traffic generated by new development.
- encourages that Maryland Department of Transportation Maryland Transit Administration commuter bus services be expanded to provide service to Annapolis.
- recommends that fixed-route local transit services operate not less than hourly during daytime hours.

5. We waste less, consume fewer natural resources, and properly dispose of waste.

The Prince Frederick Town Center Master Plan:

- recommends reductions in required parking for new commercial developments to minimize impervious service.
- identifies the need for more robust electric vehicle charging infrastructure to support the transition away from consumption of fossil fuels.
- maintains a development pattern that is consistent with current sewer and stormwater system plans.

6. Our communities are safe. We care for the well-being of each other.

The Prince Frederick Town Center Master Plan:

- acknowledges that the residents of Prince Frederick are getting older and need a varied set of public services in order to remain healthy, engaged, and active in our community.
- recognizes the strength in our diversity and importance of welcoming families from all racial and ethnic backgrounds.
- responds to the need for quality, affordable and accessible housing for all.

7. Our children are well prepared for the future. We offer robust and diverse educational opportunities.

The Prince Frederick Town Center Master Plan:

- maintains a residential growth pattern and levels that can be accommodated within existing school capacity.
- emphasizes the importance of the College of Southern Maryland as a center of lifelong learning.
- encourages the development of recreational facilities that benefit users of all ages and abilities.

8. We are stewards of our cultural heritage.

The Prince Frederick Town Center Master Plan:

- encourages the preservation and enhancement of historic structures and architecture that uniquely characterize Prince Frederick.
- prioritizes the development of heritage resources that preserve and tell the story of Prince Frederick and its people.
- recommends enhancing while preserving a walkable and vibrant business district, government center, and center of community life.
- encourages preserving existing access to open space while developing walkable areas and access to other open space resources.
- encourages the development of the Baltimore & Drum Point Railroad bed as a walking, biking and jogging trail.

9. We are building a strong local economy based on renewable resources, agriculture, seafood, high technology, retirement, recreation, and tourism.

The Prince Frederick Town Center Master Plan:

- builds upon the strength of anchor institutions like the College of Southern Maryland, CalvertHealth's hospital campus, and Main Street, the historic core of Prince Frederick.
- encourages the continued expansion of broadband infrastructure to support the growth of high-tech businesses and strengthen educational opportunities.
- recognizes and strengthens connections to the American Chestnut Land Trust, Prince Frederick to the Bay Trail, and other recreational/tourism activities.

10. Our government is efficient, open, and responsive to citizen needs and concerns.

The Prince Frederick Town Center Master Plan:

- benefited from participation by hundreds of interested people through in person and virtual meetings and workshops, all of which were broadcast live, surveys, and other social media, and input from county boards, commissions, and committees.

- encourages redevelopment of the County Administrative Services building in a manner that creates an open and welcoming environment and a gathering space for civic and community events.
- recommends timely and transparent processes for development review and approval.

Public Partnerships, Input and Outreach

Public outreach for the Prince Frederick Town Center Master Plan Update included: a project webpage on the Calvert County Government's website, social media posts that provided on-going updates as well as public informational videos, and traditional public input meetings, workshops, and surveys. The purpose of this public outreach was to inform, educate, and seek public input and perspective.

At the Planning Commission's meeting on September 18, 2019, staff presented information on updating long range plans and zoning regulations. At the conclusion of the presentation, the Planning Commission voted to direct staff to prepare a draft proposed process for updating the Town Center master plans and zoning regulations. At the October 16, 2019 meeting, the Planning Commission endorsed a three-phase process to update the Town Center master plans: Identify Issues, Develop the Plan, and Adoption. The Planning Commission directed staff to begin the process to update the master plan and zoning regulations for the Prince Frederick Town Center.

Phase I: Identify Issues

Meetings on the Prince Frederick Town Center Master Plan and Zoning Update began in January of 2020. The first meeting was a liaison meeting for community groups and agencies. Staff contacted community groups and agencies and asked them to self-identify a liaison. Liaisons were asked to help in informing their group members, neighbors, friends, residents, property owners, and visitors about the upcoming update project; in reaching young adults and youth; and sharing with staff what their members would like the plan to achieve.

Following the liaison meeting the Planning & Zoning Department hosted, on behalf of the Planning Commission, a kick-off public meeting later that month. The kick-off meeting and the public workshop held on March 2, 2020 were conducted in-person as well as broadcasted via the county's website, Cable Channel 6, HD 1070, and Facebook Live and video recorded by the Calvert County Communications and Media Relations Department staff for posting for those who may not have been able to attend. Staff and members of the Planning Commission attended the kick-off meeting and workshop, to hear comments and engage in a direct dialogue with citizens.

In response to the Covid-19 pandemic, the Prince Frederick Town Center Master Plan Update walking tours and focus area workshops planned for spring 2020 were placed on temporary hold due to the Governor's Proclamation of State of Emergency and Existence of Catastrophic Health Emergency, issued March 5, 2020, and Executive Order prohibiting large gatherings and events and requiring all persons to stay home, issued March 30, 2020.

At the Planning Commission's virtual meeting in May, the Planning Commission endorsed staff's recommendation that the Prince Frederick Town Center Master Plan Update focus areas be on land use and transportation, based upon survey responses and citizen's input. The Planning Commission also endorsed staff's recommendation that the process to update the Prince Frederick Master Plan proceed, and for staff to continue to engage with the public virtually.

The Department of Planning & Zoning resumed Prince Frederick Town Center Master Plan and Zoning Update meetings and workshops in the fall of 2020 and concluded them in March 2021. These meetings and workshop were held virtually as well as broadcasted via the county's website, Cable Channel 6, HD 1070, and Facebook Live and video recorded by the Calvert County Communications and Media Relations Department staff. Sabra & Associates, a Mead & Hunt Company, led by Jamie Kendrick, AICP, Project Manager, Transportation, was selected to assist staff with the transportation and land use focus areas plus the purpose, key issues, and implementation chapters of the updated plan.

Phase 2: Develop the Plan

The Department of Planning & Zoning and consultant staff and other county departments worked together to prepare the draft Prince Frederick Town Center Master Plan. Department staff worked with other county departments and state agencies in the preparation of the draft plan.

Phase 3: Adoption

There will be several opportunities for people and agencies to comment on the draft plan during the formal process of the Planning Commission's and Board of County Commissioners' consideration to adopt an updated plan for the Prince Frederick Town Center.

CHAPTER 3. LAND USE

Calvert County Comprehensive Plan Vision

Our landscape is dominated by forests and fields.

Our Town Centers are attractive, convenient, and interesting places to live, work and shop.

We are stewards of our cultural heritage.

Calvert County Comprehensive Plan Goals for Land Use

Goal 1: Preserve the rural character of the county, its prime farmland, contiguous forests, cultural resources, and environmentally sensitive areas.

Goal 2: Use water and sewer policies to direct growth consistent with land use policies.

Goal 3: Develop Town Centers as attractive, convenient, and interesting places to live, work, and shop.

Goal 4: Direct commercial and industrial uses to appropriate locations; provide necessary infrastructure.

Values & How We Got Here

Calvert County has long held the values of preserving the rural landscape and creating vibrant Town Centers. Calvert County has focused on preserving its rural character since its first comprehensive plan, published in 1967. This value has been carried forward in every subsequent comprehensive plan and has continuously influenced Calvert County's land development policies. These two values work together and mutually sustain each other. Supporting, encouraging, and directing growth away from the rural areas helps preserve the rural landscape and focuses development into Town Centers. Similarly, supporting, encouraging, and directing growth toward the Town Centers limits development within the rural areas and creates more activity and vibrancy within the Town Centers.

-Calvert County Comprehensive Plan, 2019

Keeping fields and forests in their working or natural state maintains the livelihood of Calvert County farmers, sustains the ecosystem services of Calvert County woodlands, and retains the open space that is an essential element of the county's identity. Paired with thriving town centers, these objectives can be accomplished even while meeting the housing and shopping needs of those who want to make Calvert County their home or workplace and avoiding uniform, low-density development dispersed throughout the county. But both rural land preservation and town center development must occur for both to reach their full potential: policies that guide development away from rural areas create demand for Town Center development to fill, while policies that bolster development in the Town Center attract

growth that may otherwise occupy rural areas.

Calvert County has been more successful in preserving farm and forest land than in creating vibrant Town Centers. While coming close to meeting the 2010 Comprehensive Plan goal of 35 percent of new households locating inside or within one mile of the Town Centers, Calvert County has not achieved its desired development patterns. To achieve the vision of the county's Comprehensive Plan, Town Centers must become be attractive, convenient, and interesting places to live, work, and shop. The implication of this vision is to focus growth in well-planned Town Centers instead of strip malls, subdivisions and business parks scattered throughout the county.

Development patterns in Prince Frederick are instructive. In 1989, the Board of County Commissioners adopted the Prince Frederick Master Plan, which envisioned a mix of residential, commercial and institutional land uses that integrated through architectural tools, open space requirements, pathways and low volume loop roads that would give local traffic an alternative to MD 2/4. The accompanying Prince Frederick Zoning Ordinance adopted in 1992 allowed for up to 14 residential units – apartments, town homes, single family homes – per acre with the use of transferable development rights. In July 2016, the Prince Frederick Zoning Ordinance was amended to permit up to 24 units per acre in the New Town district. This change helped to spur some new redevelopment in the town center.

During the 1990s building boom, propelled in part by Department of Defense's Base Realignment and Closure (BRAC) process that selected the Naval Air Station Patuxent River as a receiving base for ones that were being realigned. On the west side of MD 2/4 segments of the loop road were built and helped shape development on the west side of the Town Center. However, much of residential growth occurred outside of the Town Center boundaries. Retail development most closely tracked with the vision of the Prince Frederick Master Plan's vision, especially on the north end of the Town Center. Investment in public facilities also followed the goals of the Calvert County Comprehensive Plan's directive to locate new public buildings in Town Centers, wherever appropriate with opening of the library in 2006 and the aquatic center in 2010. The College of Southern Maryland's campus in Calvert County was relocated from Broomes Island Road, Port Republic to Hallowing Point Road, Prince Frederick. The new campus opened in 2005. Its location is over a mile outside of the Town Center boundary.

Towards a Vibrant Town Center

Prince Frederick Town Center is the commercial and civic heart of the Calvert County. However, the Town Center experience lacks some of the elements that create memorable places. The elements that define great places include a distinct, hierarchy of public spaces, public institutions and commercial centers connected together by a network of walkable streets and transportation choices. The fabric of great towns is woven by a collage of connected neighborhoods with diverse and complimentary land uses. Residential neighborhoods offer a variety of housing choices with proximity and access to goods and services. The location of buildings reinforces the streetscape and public spaces.

In 2013, the public reaffirmed its strong support for a vibrant Town Center through a week-long charette which endorsed mixed use shopping and residential centers, a mix of housing types, a variety of public spaces, development patterns that encouraged walking and biking and other strategies to make Prince Frederick as model of environmental stewardship livability and economic stability. Some of policies have been enacted to advance the Town Center charette report such as identifying potential development partners for Armory Square, reforming the Transferable Development Rights (TDR) program to encourage higher densities, as well as public investments which advanced more segments of the loop roads and plans for a new county office building and the Harriet Elizabeth Brown Recreation and Community Center to be constructed on Fairgrounds Road.

The 2019 Calvert County Comprehensive Plan instructed that the 2013 charette report be the starting point for the formal update of the master plan for the Prince Frederick Town Center. (See Goal 3.3.3.3). Public engagement conducted for this plan update yielded many of the same themes as in 2013, although some concepts were of higher or lower priority. One point of divergence from the 2013 charette report did emerge: planning for MD 2/4 to be a walkable corridor with connections across is just not viable nor likely to be successful. Traffic is too fast and the road is too wide to create a safe

Forces and Factors Affecting Growth through 2040

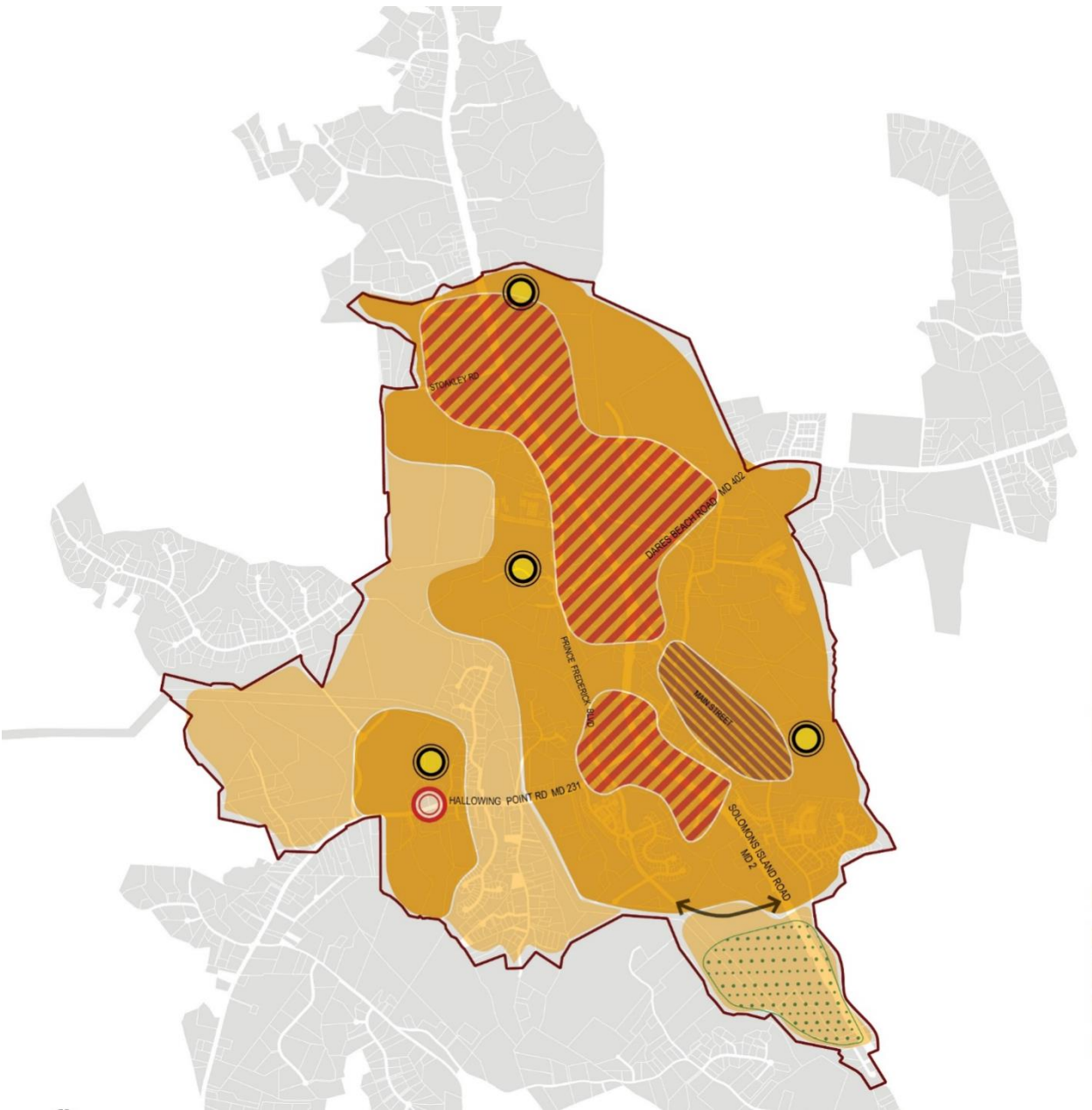
Calvert County's population is expected to grow by approximately 10% through 2040 – roughly 10,000 new residents. This is by far the lowest anticipated growth rate in the greater metropolitan Washington, D.C. area. By contrast, Charles County is forecasted to grow by more than 180% or more than 40,000 new residents. Calvert County's forecasted growth rate reflect many factors: distance from major job centers, an aging population; younger families that tend to favor a more urban setting; the lack of diversity of housing types, high cost of housing in Calvert County, and limited land availability through strong agricultural and environmental preservation policies.

Unlike the northern part of the County, school capacity is not a factor affecting growth in Prince Frederick. The Calvert County Public Schools forecasts in its Fall 2020 APF report that among schools serving Prince Frederick, elementary school enrollment is estimated to decline by approximately 50 students (2.4% of capacity), middle school enrollment will increase by approximately 40 (2.2%), and high school enrollment will increase by approximately 190 (6.4%). No schools serving Prince Frederick are anticipated to be over 92.5% capacity.








walking environment, and there are not strong enough origin-destination pairs immediately adjacent to MD 2/4. . Rather, consensus developed that Prince Frederick is more likely to evolve as a series of smaller nodes, each with its own focal point(s). Many participants in the public engagement process even placed the creation of great public spaces as a higher priority than addressing traffic congestion)

A key goal of the land use element of the Town Center Master Plan is to focus energy and investment on these key “nodes” or “neighborhoods” rather than to plan every detail of every part of Prince Frederick. The land use element includes two focus areas for development and public investment: one near the College of Southern Maryland and the other along Main Street. In addition, the land use plan calls for mixed-use development along MD 2/4 with residential density of up to 14 units per acre with residential zones of decreasing density moving away from the MD 2/4 corridor. Some guidance is provided with respect to urban form and design, however, the primary recommendation in this area is to allow maximum flexibility for developers to meet design goals rather than to be proscriptive in how they do so. Specific policy tools are recommended beyond just establishing the land use plan. These policies relate to how the TDR program is implemented, how recreation and open space is planned and funded, and how the adequate public facilities regulations and excise tax structure could be reformed specific to the goals of the Prince Frederick Town Center Master Plan.

Goal I: Plan for Multiple Nodes of Development in the Town Center.



KEY

- | | |
|---|---|
|  Traditional Suburban (Low Density: 1-4 DU/AC) |  Environmental Conservation Area |
|  Suburban Village (Low-Medium Density 5-14 DU/AC) |  Neighborhood Commercial |
|  New Town / Mixed Use Redevelopment (Low-Medium Density 5-14 DU/AC) |  Senior Housing Opportunity |
|  Main Street / Old Town | |

Town Center Land Use Categories

The Calvert County Zoning Ordinance defers most land use matters in Town Centers to a separate master plan and accompanying zoning regulations which spells out the type, form, and requirements for development of property within its boundaries. The land use categories described below indicate the type and scale of future development but are not the same as zoning districts. The descriptions below do not affect the current use of any property. In general, the land use plan does not follow the boundaries of any specific parcel but rather uses roads and natural features to articulate the concept.

There are currently eight “development districts” in the Town Center; however, there is relatively little distinction between the districts in terms of permitted uses, density, or design character.

Having so many districts diffuses the focal points within the Town Center and undermines the opportunity to mix uses within the districts.

Traditional Suburban is intended as relatively low-density single-family residential development of one to four dwelling units per acre, like what can be found today north and west of the College of Southern Maryland. Cul-de-sacs should be discouraged to the greatest extent possible with preference given to interconnected streets within and between subdivisions and neighborhoods.



PHOTO CREDIT: HORD COPLAN MACHT

Suburban Village is intended as medium density residential communities of 5 to 14 dwelling units per acre which could include cottage-sized single-family homes, townhomes of up to three stories, and apartment buildings. It is intended that suburban village development have a strong and generally unbroken street frontage allowing for on-street parking and off-street parking that is accessed by alleys. Residential developments such as Oak Tree Landing and Silverwood Apartments are of the scale that would be found in the Suburban Village category. An important feature of the suburban village is walkable and connected streets between neighborhoods rather than cul-de-sacs.

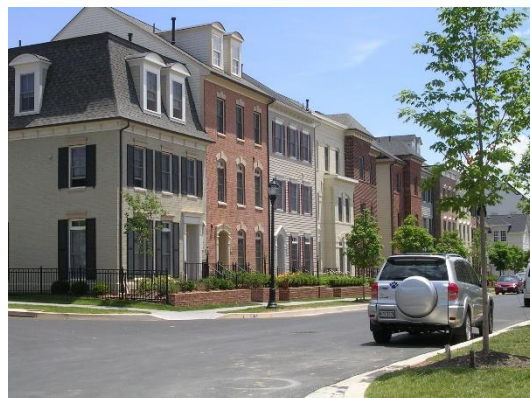


PHOTO CREDIT: HORD COPLAN MACHT

Emphasis Area: Near the College of Southern Maryland fronting MD 231, a limited amount of community-oriented commercial uses should be permitted. Walkability to the campus should be promoted not because it is expected that the college will transform into a residential or four-year school, but rather to encourage use of the grounds and facilities by nearby residents.

Main Street/Old Town development is centered on the civic and government complex and surrounding environs with residential density of five to 14 dwelling units per acre, primarily of townhomes, apartments, and tightly clustered single-family homes similar to the Suburban Village. The goal of higher density is to put more people within walking distance of Main Street to support local business, shops and restaurants. While formal historic district designation is not recommended along Main Street, architectural design requirements should complement the scale, building placement, materials and character of existing buildings surrounding the historic county courthouse.



Photo Credit: Mead & Hunt

Emphasis Area: The development of age-restricted housing should be encouraged in the Main Street/Old Town area. Redevelopment of the Calvert County Government office building should have a very strong orientation towards Main Street and include a high-quality civic plaza and park to support a variety of uses including casual and passive recreation uses as well as to public events (farmers markets, concerts, etc.). As the Maryland State Police (MSP) barrack ages and evolves, MSP should consider steps that can strengthen an orientation towards Main Street and support the pedestrian environment. In the long term, any replacement barrack should be designed to have a stronger presence on Main Street.

New Town/Mixed Use Redevelopment. Mixed-use redevelopment along the MD 2/4 should be encouraged to leverage large parcels with capacity to existing infrastructure to support more intensive land development. As commercial demand wanes, multifamily housing offers a viable housing solution to create vibrant places that support convenient retail and life-style experiences. Greater “by right” density, flexible bulk regulations, and minimal parking requirements should be the norm in this area.



Photo Credit: Mead & Hunt

Emphasis Area: If commercial demand continues to wane, multifamily housing offers a viable redevelopment solution to reposition aging commercial centers to create vibrant, walkable places that support convenient retail and life-style experiences. Shopping center property owners should consider this residential use as a viable strategy for maximizing the value of their properties. If the Armory Square area does not develop into an active mixed-use community, then the effort which

would have been directed to creating a strong civic plaza should be redirected towards the same in the Main Street/Old Town area.

Environmental Conservation Area. The area in the southwest quadrant of the Town Center has significant environmental value as the headwaters of Parkers Creek and has approximately 140 acres of undisturbed forest south of Westlake Boulevard. The county should develop an environmental preservation strategy for this area with a goal of keeping at least two-thirds of the area undeveloped in (forest conservation bank easement, steep slope and stream buffer requirements, etc.)



Photo Credit: American Chestnut Land Trust

Objective 1: Establish land use categories rather than development districts.

- 3.1.1.1 Eliminate development districts currently defined in the town center master plan and replace with the zoning categories described above.
- 3.1.1.2 Allow flexibility as to form, design and uses within each of the zoning categories.

Objective 2: Encourage interconnection among developments in the “Traditional Suburban” areas.

- 3.1.2.1 Permit cul-de-sacs only where topography dictates that connected streets are not feasible.
- 3.1.2.2 Require cul-de-sacs and disconnected streets to be connected by pedestrian and bicycle pathways.
- 3.1.2.3 Require developers to build pathways to the edge of their property if adjacent parcels are undeveloped; require developers of parcels adjacent to those pathways to connect their streets to them.

Objective 3: Promote an active streetscape that provides for multiple modes of transportation in the “Suburban Village” area.

- 3.1.3.1 Incorporate generally unbroken street frontage allowing for on-street parking; off-street parking should be accessed by alleys.
- 3.1.3.2 Require as much street grid connectivity as possible in new developments in the “Suburban Village” area.

Objective 4: Reinvigorate Main Street as the civic heart of Prince Frederick.

- 3.1.4.1 Incorporate civic space into the renovated Calvert County Government office building
- 3.1.4.2 Permit increased residential density in the Main Street area to put more people within walking distance of it.
- 3.1.4.3 Encourage the establishment of affordable and age-restricted housing near Main Street.
- 3.1.4.3 In lieu of formal historic designation, implement architectural design requirements that complement the scale, building placement, materials and character of existing buildings surrounding the historic county courthouse.

Objective 5: Support mixed-use redevelopment in nodes along the MD 2/4 corridor

- 3.1.5.1 Increase flexibility of bulk regulations in the New Town/Mixed Use district
- 3.1.5.2 Reduce parking requirements for new development in the New Town/Mixed Use district

Goal 2: Rethink Policy and Financial Tools to Encourage a Vibrant Town Center.

Over the next twenty years, growth in Calvert County is expected to be modest. Residential subdivision activity can be expected to remain slow; larger scale development projects may be implemented in small to mid-sized phases. Commercial activity will most likely be in the form of reusing existing buildings and developing pad sites already platted for development. Demand in the medical and health care sector may be strong in the near term, but continued growth in telehealth and the waning of the baby boom generation will slow the establishment of new medical and health facilities in the mid-2030s.

The above trends bode well for maintaining the slow growth that many seek for Prince Frederick. However, the trend also means that the scale and pace of development in and around Prince Frederick is too slow to yield developer-led public infrastructure, civic spaces, high quality urban design *and* environmental protection envisioned by the 2013 charette. Also, if the county wishes to achieve the full range of housing choices needed to retain and attract working families that can support a diverse economy, then the county must bear in mind the cost of requirements placed on developers.

The county's current structure of incentives, disincentives, regulatory requirements, taxes, and fees can be reconsidered and restructured in order to generate the amount of, and desired growth pattern envisioned in the Calvert County Comprehensive Plan, the 2013 Prince Frederick charette, and the concepts generated in this Prince Frederick Town Center Master Plan update. Development regulations should be prioritized and focused on design and environmental quality and public infrastructure investments can be used to physically shape desired growth or redevelopment.

Transfer of Development Rights

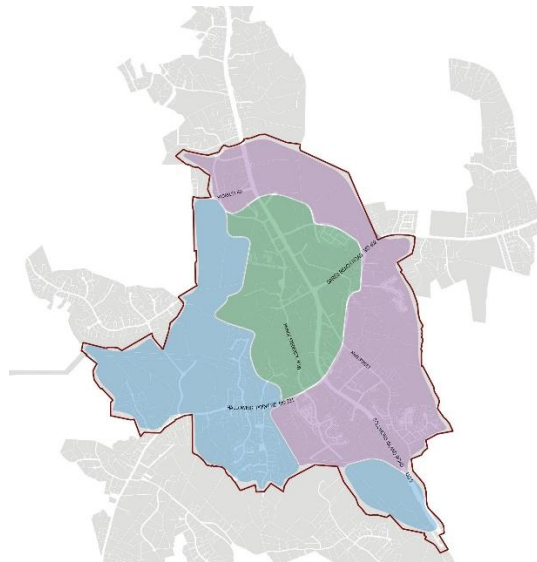
Calvert County's transferable development rights (TDR) program is one of the oldest and heretofore most successful such programs in Maryland; however, as development has slowed in the county so too has the demand for TDRs. As such, the county has convened a TDR Review Committee which reviewed and made several recommendations for restructuring the program to overcome the glut in the TDR market.

As reported by the Maryland Department of Planning in 2016, "soft" demand occurs because what the market wants is not available through TDRs; sometimes it is due to the lack of infrastructure, especially a lack of sewer and/or water service, which precludes development at higher densities. Demand for TDRs may be lessened because TDR acquisition costs, in conjunction with other development-related costs and fees, discourage developers, for example, transfer and recordation taxes, impact fees, costs for sprinkler systems and best available technology for septic systems, and/or sewer/water fees.

In 2015, the Board of County Commissioners restructured the Transferable Development Rights program by reducing the number of TDRs needed to build more dense communities in the Town Centers with public water and sewer: Prince Frederick, Lusby, and Solomons. This policy action had the desired effect, and several subdivisions, townhouse and apartment complexes have been built or have been approved for development since the policy change. However, the overall per-unit cost of development within the core of the Town Center is still greater than the per-unit cost of development on the outer edges of the Town Center.

Objective I: Add Location Efficiency as a Factor in Transferable Development Rights to Prince Frederick Town Center.

- 3.2.1.1** Reduce baseline TDR requirement to incentivize development in the core of the Town Center while maintaining the sliding scale approach to TDRs as recommended by the TDR committee.
- 3.2.1.2** Increase the number of TDRs required outside of the core of the Town Center, in the area initially intended as “Phase 2” as identified in the County Comprehensive Plan.
- 3.2.1.3** Calibrate the TDR policy shift such that no net loss of TDR potential occurs within Town Center. (See map below).
- 3.2.1.4** Consider creating a TDR bank, with the location efficiency goal achieved instead through a location efficiency surcharge.



Excise Taxes

Calvert County's excise taxes for new single family dwelling unit are slightly less than \$13,000 (see table below) which when added to the cost of transferable development rights ranging from \$8,000 - \$15,000 depending on the type of unit being constructed) can add significantly to the cost of a home. Thought of differently, the cost of excise taxes and TDRs can add more than \$130 to a monthly mortgage payment in a county where mid-range single family homes are priced near \$400,000, an amount which is out of reach for many people.

While the county depends on revenue from excise taxes to meet its annual budget (and budgets such funds on a countywide basis), the calibration of excise taxes in the Prince Frederick Town Center may be out of alignment with the specific needs and goals of the area. For example, the largest element of the excise tax on a single-family home is dedicated to schools, presumably to address school expansion needs. However, in the central part of the county, schools are currently under capacity and are projected

to remain so beyond 2030. Excise taxes for roads and parks when combined are only \$4,800 even though these two areas were the top concerns raised in the Prince Frederick Town Center Master Plan update process.

Objective 2: Recalibrate excise taxes to support Town Center goals.

- 3.2.2.1** Study the impact of excise taxes on overall affordability of houses relative to the housing affordability goals of the town center master plan.
- 3.2.2.2** Consider whether the excise tax rate for schools could be lowered and/or redirected for higher priority uses in transportation, parks and open space.

Open Space

While the creation of high-quality public spaces (such as parks, plazas, etc.) was named as the second highest priority of participants in the Town Center Master Plan Update process, the county's current open space requirements for new development tend to result in isolated facilities which do not meet community goals. As currently structured, open space and recreation requirements are calibrated to address the intensity of a development project, rather than the land area or site context. Current requirements are static and do not account for the needs of different lifestyles of users (seniors, teens, young children). In the context of open space and recreation requirements, developers do not get credit for plans and designs that embrace nature and/or have connectivity to existing parks and recreation facilities. In sum, current open space and recreation requirements do not facilitate vibrant common public spaces envisioned in the 2013 charrette and in this plan.

Objective 3: Implement open space and active recreation requirements that reflect the type of development being built rather than just the intensity of the development.

- 3.2.3.1** In the subdivision approval process, allow credit for connectivity to trails, off-site open spaces and recreation opportunities.
- 3.2.3.2** Where credits are used to meet Objective 3.2.3.1, use a "fee-in-lieu" system rather than developer-provided recreational amenities. Direct fees to those resources to public spaces and facilities that better fulfill the town center vision.
- 3.2.3.3** Require subdivision open space and recreation facilities to meet the typical activity patterns of persons likely to reside within the subdivision.
- 3.2.3.4** Expand the range of permitted and encouraged recreation facilities to include bicycle and pedestrian infrastructure, natural environmental corridors, dog parks, and public art, cultural and heritage displays, cultural and culture.

CHAPTER 4. ENVIRONMENT AND NATURAL RESOURCES

Calvert County Comprehensive Plan Vision

Our wetlands, streams, and forests and the Chesapeake Bay and Patuxent River support thriving plant and animal communities.

Calvert County Comprehensive Plan Goals

Goal 1: Preserve, protect, and conserve natural resources and environmentally sensitive areas.

Goal 2: Continue a comprehensive approach to environmental planning with special emphasis on watershed planning.

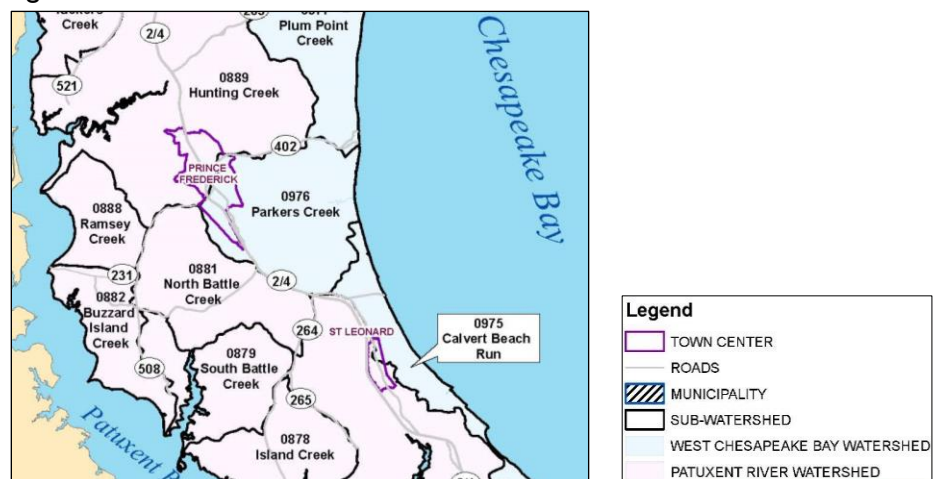
Goal 3: Preserve, protect, and conserve land-based natural resources.

Goal 4: Mitigate natural and man-made hazards in Calvert County.

Background

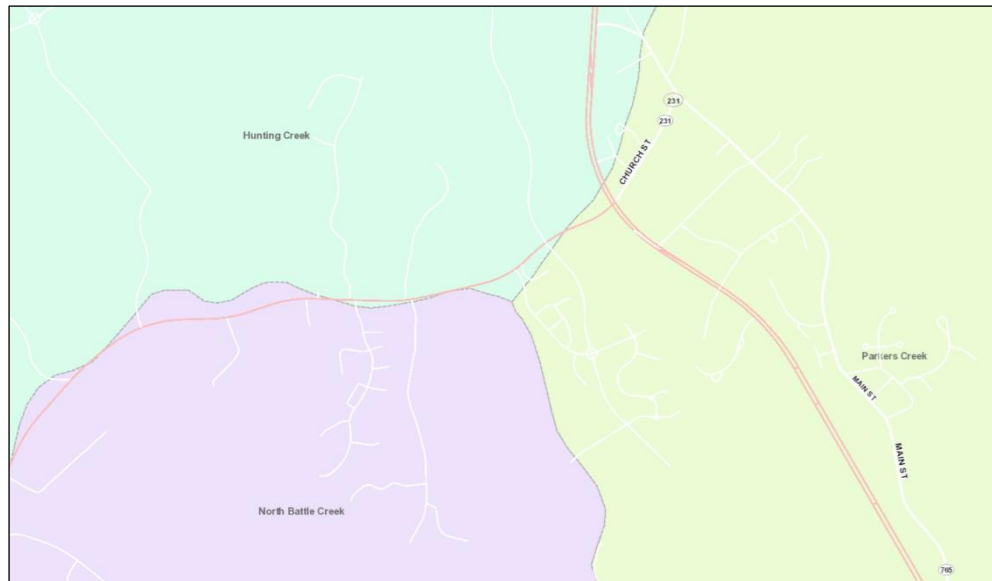
Prince Frederick is located near the geographic center of Calvert County, north to south and east to west. The land along the main north-south highway, MD 2/4, is located on relatively level ground that ranges from approximately 130 feet to 160 feet high. Calvert County lies within portions of the West Chesapeake Bay and Patuxent River watersheds. Land around Prince Frederick lies adjacent to the Chesapeake Bay and Patuxent River. This area drains into several tributary creeks: Hunting Creek, Parkers Creek, and Battle Creek. The Prince Frederick Town Center and the nearby surrounding land is located within three sub-watersheds: Hunting Creek, Parkers Creek, and North Battle Creek. See Figure 1 Watersheds in the Prince Frederick Area. The three watersheds meet at a location west of MD 2/4 and south of MD 231. Such an area is known as a triple divide or triple watershed. See Figure 2 Sub-watersheds Triple Divide.

Figure 1 Watersheds in the Prince Frederick Area



Source: Excerpt of Calvert County, MD Watersheds Map, Geographic Information Systems Team, Technology Services Department, Calvert County Government, December 2018

Figure 2 Sub-watersheds Triple Divide



Source: Calvert County Geographic Information System Data, Calvert County Department of Planning & Zoning, Scale 1:9,600 (1 inch=0.15 mile) July 2021

Sensitive Areas

Sensitive areas include such areas as wetlands, streams and stream buffers, floodplains, steep slopes, cliffs, and habitat for rare, threatened, and endangered species. These areas are easily damaged by human activity and are generally unsuitable for development. Adverse effects of development may lead to the destruction of habitat and reduction of diversity of plant and animal species, increased nutrient and sediment loads in waterbodies, and increased runoff causing flooding. Sensitive areas are further described in the sections below.

Critical Areas

The Critical Area for the Chesapeake Bay consists of all land within 1,000 feet of the mean high water line of tidal waters or tidal wetlands along the Chesapeake Bay and its tributaries. While there are Critical Areas located in the Prince Frederick area, along the Chesapeake Bay, Patuxent River, and Parkers Creek, Hunting Creek, and Battle Creek, there is no Critical Area located in the Prince Frederick Town Center boundary or the expanded boundary.

Wetlands

Wetlands are generally lowlands covered with shallow water that provide ecological benefits such as floodwater storage, pollution control, wildlife habitat, and a major food supply for aquatic organisms, migratory waterfowl, and other wildlife. Wetlands are also referred to as marshes, swamps, bogs, and vernal pools. Wetlands can be either freshwater or saline. The county's wetlands are protected and regulated through the Maryland Department of the Environment and Calvert County regulations. The State of Maryland requires a 25-foot buffer around wetlands, and Calvert County expands the 25-foot buffer to 50-foot for non-tidal wetlands and 100-foot for tidal wetlands. The county's geographic information system (GIS) data incorporates data layers for Maryland Department of Natural Resources wetlands, NWI Wetlands, and Wetlands of Special State Concern. Mapped wetlands in the Prince

Frederick area consist of areas along the Chesapeake Bay and Patuxent River, and Parkers Creek, Hunting Creek, and Battle Creek and their tributary streams.

Areas of Critical State Concern

Areas of Critical State Concern (ACSC) are specific geographic areas of the state which, based on studies of physical, social, economic and governmental conditions and trends, are demonstrated to be so unusual or significant to the state that the Secretary of the Maryland Department of Planning designates them for special management attention to assure the preservation, conservation, or utilization of their special values. Any degree of alteration or intrusion by development in the sites themselves will have significant negative impacts on these ecosystems. According to the state's system for ACSC, these areas are protected zones, which restrict or limit development.

In the Prince Frederick area, the Maryland Department of Planning has identified Battle Creek Cypress Swamp as an Area of Critical State Concern. Battle Creek Cypress Swamp is located southwest of the Prince Frederick Town Center. The swamp is a coastal plain swamp that contains one of the last remaining stands of bald cypress in Maryland. The Battle Creek Cypress Swamp is a designated Sanctuary owned by The Nature Conservancy, which protects the wetlands on the site from development. However, legal development on the land adjacent to the Battle Creek Cypress Swamp has the potential to affect the health of these wetlands.

Streams and Their Buffers

Streams are conduits to lowlands, rivers, and the Chesapeake Bay. They provide habitat for many aquatic organisms, including areas for fish spawning and feeding. They also provide drinking water for wildlife and a means of transportation for organic materials that support aquatic species. At the same time, streams provide a direct pathway for pollutants to move downstream into our rivers and the Chesapeake Bay. These pollutants, including sediment, nutrients and toxic waste, can cause serious damage to aquatic ecosystems and the fisheries production within them. Forest and wetland buffers adjacent to streams serve the important function of removing pollutants before they enter the stream. They also provide habitat and habitat corridors for wildlife.

Steep Slopes

Steep slopes are defined as areas with a slope greater than or equal to 25 percent or 15 percent in the Critical Area. Four percent of Calvert County's slopes are steep slopes, most of which are covered and stabilized by forest cover. However, disruption of vegetation on steep slopes can lead to severe erosion, landslides, loss of fertile topsoil, filling in of waterways, flooding, and decrease in water quality. Preservation of steep slopes adjacent to waterways is especially important because of the potential harm to water quality and aquatic habitat. All steep slope areas are generally unsuitable for development.

Habitat for Rare, Threatened, and Endangered Species

Calvert County's large forest and wetland areas support high biodiversity in the county. The Maryland Department of Natural Resources' (DNR) Natural Heritage Program has identified 20 animal species and 83 plant species in Calvert County in the inventory of Rare, Threatened, and Endangered Species.

"Since 1979, the Maryland Natural Heritage Program (MD NHP) has been the lead state agency responsible for protecting and managing nongame, rare, threatened, and endangered species and

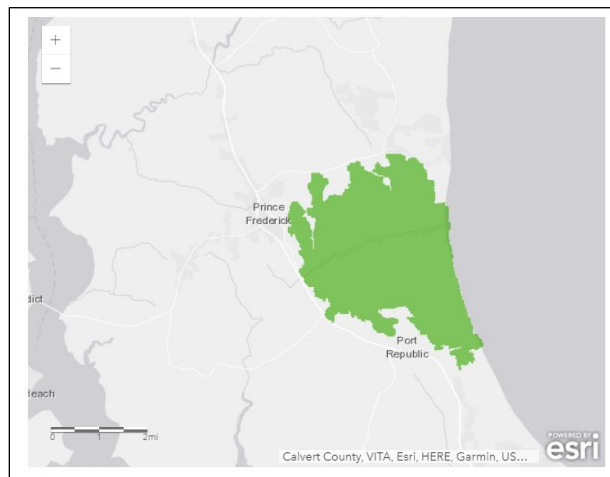
their habitats in Maryland.”¹ The state maintains a database of Sensitive Species Project Review Areas (SSPRA), which provides general locations of documented rare, threatened, and endangered species, to guide counties in identifying and monitoring these species. Areas within Calvert County are designated SSPRAs, but the exact locations are not made available to the public to protect the species. Calvert County should preserve sufficient amounts of sensitive land to maintain a high diversity of wildlife and plant life.

Important Bird Areas

“The Important Bird Area (IBA) program is a global bird conservation program designed to identify, monitor, and protect those landscapes most important to birds. The National Audubon Society, in partnership with BirdLife International, began implementing the IBA program in the United States in 1995.”² “The current IBA effort, led by Audubon Maryland-DC's Director of Bird Conservation since 2004, builds upon groundwork laid in the 1990s by volunteers of the Audubon Naturalist Society. Two essential components of the IBA process are partnerships with landowners and the involvement of public volunteers.”³

There are two IBAs located in or adjacent to Calvert County: Jug Bay IBA and Parkers Creek IBA. The Parkers Creek IBA lies within and to the east and southeast of the Prince Frederick Town Center. Refer to Figure 3.

Figure 3 Parkers Creek Important Bird Area



Source: National Audubon Society, <https://www.audubon.org/important-bird-areas/state/maryland?page=1>, accessed June 29, 2021.

¹ Maryland Department of Natural Resources, https://dnr.maryland.gov/Wildlife/Pages/plants_wildlife/nhpintro.aspx, accessed June 24, 2021.

² Audubon Missouri, <https://mo.audubon.org/important-bird-areas-5>, accessed June 29, 2021.

³ National Audubon Society, <https://www.audubon.org/important-bird-areas/state/maryland?page=1>, accessed June 29, 2021.

Protection Measures

The following existing regulations, ordinances, and processes contain provisions related to the protection of sensitive areas in Calvert County:

- Critical Areas Regulations
- Floodplain Regulations
- Soil and Erosion Control Regulations
- Stormwater Management Ordinance
- Zoning Regulations
- Subdivision Regulations
- Sediment Control Ordinance
- Development Review Process
- Natural Heritage Areas

Watershed Management

Watershed management plays an important role in improving the water quality and health of the county's wetlands and waterways. The most prevalent pollutants within Calvert County's watershed are nitrogen, phosphorous, and sediment. The county's major point-source polluters are wastewater treatment plants. Non-point source pollution originates from agricultural land, septic systems, and runoff from impervious surfaces and cultivated lawns. Calvert County has focused on reducing the pollutants within the Chesapeake Bay watershed through its Watershed Implementation Program and is currently implementing strategies, such as improving stormwater retention and upgrading septic systems, to reduce pollution.

Patuxent River Policy Plan

The Patuxent River is one of the eight major tributaries to the Chesapeake Bay and is the longest and deepest river running entirely through Maryland. The Patuxent River Commission adopted the 2015 Patuxent River Policy Plan to guide the seven Patuxent counties so that actions be undertaken to protect and improve the health and economic value of the Patuxent River. The Calvert County Board of Commissioners adopted the Plan by resolution in 2014. This updated plan calls for closer connections between people in the watershed and the river's resources.

Forested Land / Tree Canopy

Forest cover is the most natural and least polluting land cover in Calvert County. Forested areas historically covered the majority of Calvert County. Forest interior (forest more than 300 feet from a forest edge) provides important habitat to many species. Forest cover adjacent to streams (riparian forests) is essential to preserving water quality. Forests absorb nitrogen in both surface and shallow groundwater, trap phosphorous-laden sediment, and remove other pollutants resulting from adjacent land uses and from atmospheric deposition. In addition to mitigating pollution, forests provide important wildlife habitat, induce groundwater recharge, and minimize flooding. Riparian forest canopy provides shade, which is critical for moderating stream temperature, and the roots of the trees stabilize stream banks and protect against erosion.

Greenways are corridors of land set aside for recreational use, environmental protection, or a combination of both. Networks of wetlands, large tracts of forest, other protected natural areas, and the habitat pathways that connect them, are also known as green infrastructure. The Maryland Department of Natural Resources has identified lands and watersheds that have high ecological value, naming them Targeted Ecological Areas (TEAs). The TEAs are the most ecologically important areas in Maryland. They are targeted by state for conservation through the state's Program Open Space. The data and maps are available to agencies, organizations, and the public via an online interactive mapping program (<https://geodata.md.gov/greenprint/>). In Calvert County, two TEAs identified in the Prince Frederick area: Parkers Creek and Battle Creek watersheds.

Greenways can provide opportunities to create hiking trails which can provide recreation opportunities for residents and visitors. The American Chestnut Land Trust spearheaded the creation of the Prince Frederick to Bay Overlook Trail (PF2BAY Trail), which opened in 2013. The trail is a 6-mile natural surface hiking trail that extends from the Prince Frederick Town Center through northern side of the Parkers Creek watershed to location overlooking the Chesapeake Bay and the mouth of Parkers Creek. The trail traverses land owned by the Department of Natural Resources, the County government (purchased with Rural Legacy funds), and the American Chestnut Land Trust (including a parcel purchased with funding from the Maryland Heritage Area Authority. The trailhead is located approximately 800 feet from Prince Frederick's Main Street, on Saint John Vianney Roman Catholic Church's property. During the Prince Frederick Charrette in 2013, participants supported the idea to create a Prince Frederick Town Center to the Patuxent River trail.

American Forests recommends an urban tree canopy cover of 40%. Impervious surface of 10% or more of a watershed generally results in poor water quality. Increasing tree and forest coverage and minimizing impervious surface in the Prince Frederick Town Center watersheds will be important to maintaining good water quality in Hunting Creek, Parkers Creek, and Battle Creek. In 2020 the Geographic Information Services Team in the Calvert County Department of Technology Services conducted an analysis of the tree canopy within the Prince Frederick Town Center, based upon 2017 planimetric data photography and the Town Center's 2020 boundary. In 2017, approximately 49% of the Prince Frederick Town Center was covered in tree canopy. The terms forest, tree canopy, and tree canopy coverage are defined by the Calvert County Zoning Ordinance . See the sidebar for the definitions.

Forest: A biological community dominated by trees and other woody plants covering a land area of 1,000 square feet or more. This also includes forests that have been cut, but not cleared. Areas commercially harvested of forest cover in the Critical Area will be considered forested for development purposes. Outside of the Critical area and relative to the Forest Conservation Program, forests shall be defined as 10,000 square feet or greater and shall include: (1) areas that have at least 100 trees per acre with at least 50 percent of those trees having a two inch or greater diameter, and (2) forest areas that have been cut but not cleared. Forest does not include orchards.

Tree Canopy: The aerial branches of terrestrial plants, together with their complement of leaves or needles.

Tree Canopy Coverage: The area beneath the aerial extent of the tree canopy.

Source: Calvert County Zoning Ordinance, Article 12, referenced July 8, 2021.

Hazard Mitigation

Hazard mitigation involves reducing the risks of natural hazards and their associated damage to people and property. Calvert County developed a detailed All-Hazard Mitigation Plan in 2017 that addresses the natural hazards that are most likely to affect the county. The All-Hazard Mitigation Plan contains an assessment of Calvert County's vulnerability to each of the identified hazards and the potential losses associated with a hazard incident. Hazard risk is ranked High, Medium, or Low based on the expected annualized loss, expected frequency of the hazard, and potential for loss of life.⁴ The hazards with the highest risk in Calvert County are Flood and Coastal Storm Wind. Table 4-1 ranks 10 natural hazards by estimated level of risk: high (red), moderate (brown and yellow), and low (green).

Table 4-1 Overall Risk Ranking for Calvert County

Hazard	Ranking
Flood	1
Coastal Storm Wind	2
Tornado	3
Severe Thunderstorm	4
Lightning	5
Earthquake	6
Winter Storm	7
Extreme Temperatures	8
Hail	9
Drought	10

Source: Calvert County Maryland All-Hazard Mitigation Plan, 2017

Floodplain Management

The Federal Emergency Management Agency (FEMA) has identified Special Flood Hazard Areas within the boundaries of Calvert County. Special Flood Hazard Areas are subject to periodic inundation which may result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, which adversely affect the public health, safety, and general welfare.

Floodplains are defined by the Federal Flood Insurance Rate Maps (FIRM). Where FIRM map boundaries and elevations disagree, elevations prevail. FIRM maps are available from the Department of Planning & Zoning. While there are no FEMA Flood Hazard Zones located in the Prince Frederick Town Center, there are hazard zones located in Hunting Creek, Parkers Creek, and Battle Creek. An interactive Flood Hazard Map is available on the county website:

<https://www.calvertcountymd.gov/1537/Interactive-Maps/>.

⁴ Calvert County Maryland All-Hazard Mitigation Plan, 2017, page 96.

Goals and Objectives

Goal 1: Preserve, protect, and conserve natural resources and environmentally sensitive areas in the Prince Frederick Town Center.

Objective 1: Preserve and restore streams and stream buffers.

- 4.1.1.1 Continue protection of perennial streams and their buffers. [P&Z, DNR]
- 4.1.1.2 Preserve and restore riparian forests. [P&Z, DNR]
- 4.1.1.3 Establish a tree canopy goal for the Prince Frederick Town Center. [P&Z, PC, BOCC]

Objective 2: Create greenways to connect the Prince Frederick Town Center to the Chesapeake Bay, Patuxent River, and their tributaries.

- 4.1.2.1 Develop a greenway map for the Prince Frederick area. [P&Z]
- 4.1.2.2 Work with private owners, land trusts, and state agencies to preserve land in the identified greenway areas through easements or acquisition. [P&R, P&Z]

Goal 2: Continue a comprehensive approach to environmental planning with special emphasis on watershed planning.

Objective 1: Preserve forestland and tree canopy.

- 4.2.1.1 Establish zoning regulations to protect the Environmental Conservation Area, located in the southern area of the Prince Frederick Town Center (identified in Chapter 3. Land Use of the Prince Frederick Town Center Master Plan). [P&Z]
- 4.2.1.2 Conduct an assessment of the current natural assets in the Town Center. Include in the assessment open spaces like King Memorial Park. [P&Z, EC]
- 4.2.1.3 Conduct an assessment on how to use and enhance natural solutions in the built environment to improve community outcomes. [P&Z, EC]
- 4.2.1.4 Analyze the current tensions and possible solutions between the changing environmental systems and our current infrastructure. Include in the analysis green infrastructure and natural solutions for stormwater management. [P&Z, EC]
- 4.2.1.5 Educate property owners regarding the benefits of tree planting around homes to reduce heating and cooling costs and other environmental benefits. [P&Z, EC]

CHAPTER 5. HERITAGE

Visions

We are stewards of our cultural heritage.

We are building a strong local economy based on renewable resources, agriculture, seafood, high technology, retirement, recreation, and tourism.

Goals

Goal 1: Enhance, while preserving, a walkable and vibrant business district, government center, and center of community life.

Goal 2: Preserve existing access to open space while developing walkable areas and other open space resources.

Goal 3: Preserve and enhance historic structures and architecture that uniquely characterize Prince Frederick.

Goal 4: Develop heritage resources that preserve and tell the story of Prince Frederick and its people.

Background

People have lived in Calvert County for thousands of years. All the activities that people have pursued to make a life here—hunting in the woods, trapping in the marshes, cultivating the land, fishing the waters—have left an imprint on the environment. These ways of life were shaped by the setting. The heritage of Calvert County is completely bound to its land and water. Farms and communities developed in coherent relationship to the local resources on which they depended.

Archaeological remains tell of the earliest inhabitants, Native Americans, who trapped and fished, hunted and harvested here for more than 10,000 years before people from other continents settled in Southern Maryland. Calvert County was established in 1654, twenty years after the Maryland colony was founded.

Heritage cannot be abstracted from its physical setting. The long presence of people in Calvert County has shaped the land to be the way it looks. This is no less true in Prince Frederick than it is in the rest of the county.

Identification of resources that communities value is the starting point of any preservation plan. Providing protection for them, incentives for preservation, and funding for mitigation requires a thoughtful collaboration of citizens and government agencies. This chapter discusses some of the preservation challenges the county faces in Prince Frederick and suggests strategies to address them.

As detailed below, this plan supports achievement of these goals by identifying heritage resources and advancing strategies for protecting them while encouraging their use as appropriate. Consistent with other sections of this plan, the zoning ordinance and capital improvements are the primary

tools for achieving this plan. This section concludes with identifying processes and stakeholders who have an interest in the heritage chapter of this plan.

Existing Policies

Identification of Cultural Resources

As of September 25, 2020, 113 historic sites and structures in Prince Frederick are listed on the Maryland Inventory of Historic Properties (MIHP). The MIHP is a statewide listing of historic sites and structures and is not regulatory. In addition, there have been 15 archaeological sites in Prince Frederick recorded on the Maryland Archeological Site Survey. One resource, Linden, is listed in the National Register of Historic Properties. See Figure 5-1 Prince Frederick Town Center Historic Sites.

In addition to these sites and structures, there remain two intact farmsteads within the existing Prince Frederick town center. These include the Hance Farm, the property furthest south on Main Street. The other is Linden, on Church Street. Together, the above structures, sites and farmsteads represent irreplaceable heritage resources. Accordingly, as summarized below, this plan seeks to protect these resources.

Historic District Commission

The Board of Calvert County Commissioners (BOCC) first adopted a Historic District ordinance in 1974, and established the Historic District Commission (HDC) deriving its authority from State enabling legislation. Since 1974, the BOCC, on recommendation of the HDC has designated over 90 individual properties as Historic Districts. Five of those properties are in the Prince Frederick Town Center. The ordinance has been amended to include archaeology on those properties and is now Chapter 57 of the Calvert County code. Designation as a Historic District helps to promote the stewardship and ensure the preservation of historic properties while not freezing them in time. The HDC is a volunteer citizen board of seven persons appointed by the BOCC for terms of three years. The commission reviews proposed work and alterations to designated properties and makes recommendations to the BOCC for new designations and for the approval of tax credits for approved work. Studies done elsewhere in Maryland and nationwide have demonstrated that designated properties tend to hold their value better than others, and the funds a property-owner expends to restore and maintain them is multiplied by a factor of six in the local economy.

Calvert County Heritage Committee

Created by BOCC Resolution 15-98, the purpose of the Calvert County Heritage Committee is to “promote programs and activities concerning the historical and cultural heritage of Calvert County.” Pursuant to the Calvert County Comprehensive Plan, the Committee, along with other stakeholders is tasked with the objective of “Support[ing] efforts to interpret and celebrate local heritage at historic sites, in the public schools, and at special events in the community and make information available to assist in those endeavors.” Consistent with these objectives, the Heritage Committee is dedicated to promoting Prince Frederick’s heritage in all its forms.

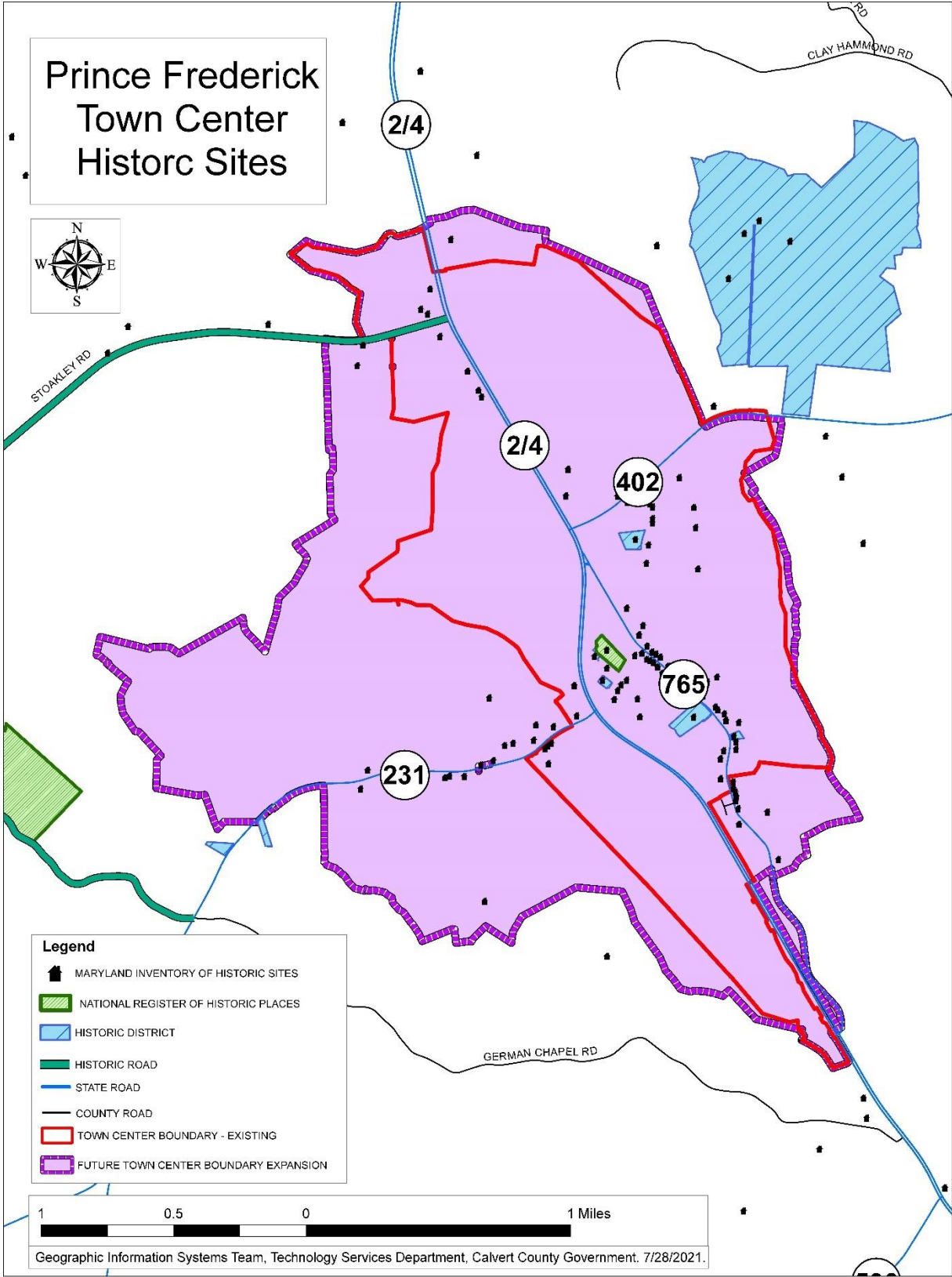


Figure 1 Prince Frederick Town Center Historic Sites

Development Review

Implementing actions specified in the Calvert County Comprehensive Plan, the Department of Planning & Zoning ensures that new development projects are reviewed for potential impact on cultural resources which include historic buildings and archaeological sites. The county has two cultural resources professionals on staff.

Calvert County cultural resources locations have been mapped by the Maryland Historical Trust and county staff, and appear as layers in the county permit tracking system, enabling efficient identification of proposed developments that include known historic buildings and archaeological sites.

If a project that will negatively affect an archaeological site is proposed on a property in Prince Frederick the county government has the authority to require an archaeological survey, based on the Town Center Zoning Ordinance. An archaeological investigation may also be required if a multifamily construction project is proposed. Several archaeological sites in Prince Frederick have been identified during required surveys, including two 18th-century dwellings associated with people who lived and farmed in the area before the town was established. Artifact collections from those sites are curated in the State facility at the Maryland Archaeological Conservation Laboratory (MAC Lab) at Jefferson Patterson Park & Museum. The professional reports from those projects are on file at the MAC Lab and in the Department of Planning & Zoning.

Since 1993, demolitions of buildings more than fifty years old as well as demolition on a property that has mapped cultural resources on it is reviewed by a cultural resources planner. In some instances, photo-documentation is required and the photographs become a part of the permanent record.

Challenges/Key Issues

Cultural Resources Are Assets

To be effective stewards of our heritage, we must educate our citizens about the nature and value of our historic and natural resources in order that we may see opportunities in those resources. Heritage resources can be thought of as “cultural capital”. They can be developed as focal points for businesses and for tourism promotion with a double benefit: the resources are conserved along with local identity, and they help the community generate needed income. Celebrating heritage is also an obvious means to develop regional heritage and tourism programs that will enrich Southern Maryland as a whole. Heritage can be an organizing principle for sustainability and can integrate well with other initiatives and plans such as recreation, economic development, transportation, and environmental plans.

The assets that can convey heritage in Calvert County and Prince Frederick must be identified from within the community itself. The objective is to build community and deepen the sense of place to make the experience of life in Prince Frederick distinctive. The Town Center has historic resources that are still in use or could be redeveloped. Some of the existing resources, or assets, are listed below.

Courthouse Square

The original part of the current courthouse, the center block with the main entrance, columns and cupola was built in 1916. Since then, six additions have been constructed, each distinguishable from

the others. The courthouse stands on the “square” that was surveyed for the courthouse grounds in 1725, the year in which the first courthouse in Prince Frederick was likely built. The courthouse had previously been located at Calvert Town on Battle Creek. The courthouse grounds are nearly the same as the lot laid out in 1725. The existing building is the fifth county courthouse to stand at this location. The grounds at the courthouse commemorate countians’ service and sacrifice in the world wars and international military conflicts. The WWI monument, erected in 1920, was designed by sculptor Edward Berge and architect William Gordon Beecher, and is eligible for listing on the National Register.

Main Street Corridor

Fifty-nine historic buildings have been documented on Main Street from Armory Road south to MD 2-4. Some are frame buildings that were dwellings and now serve as businesses. Some, especially near the courthouse, are built of brick or were renovated with brick veneer; most of those were constructed as commercial buildings. Others are still residences. Two frame buildings Old Field Inn—now Heritage 485—and the Dr. Isaac King House are designated Calvert County Historic Districts. The property furthest south on Main Street is the Hance Farm, one of two intact farmsteads that survive in the Prince Frederick Town Center. The other is Linden, on Church Street.

Also on Main Street is the first Prince Frederick High School—which served all grades from 1-12 after it was built in 1921. It was the first multi-room school for White students in Prince Frederick. It was replaced by the High School built in 1948 on Solomons Island Road, which later became the Middle School and was demolished in 2012. Public schools in Calvert County were integrated in 1966. Nine of the 59 recorded buildings on Main Street have been demolished during the past twenty years.

The Armory and Armory Road

Armory Road has followed nearly the same alignment between Dares Beach Road and Main Street since at least 1865, where it appears on the Simon Martenet map of Calvert County. North of Dares Beach Road, Armory Road follows what had been the alignment of the principal route north from Prince Frederick.

The *National Guard Armory* was completed in 1954 to serve as a military outpost for the National Guard and to provide community support and space for civic services and events. It is the only such building in Calvert County. It was designed by architect Lawrence P. Sangston and constructed by contractor Charles Tovell. Generations of citizens have served there in the National Guard, or have attended events. Some received their first drivers’ licenses at the Armory, and others attended school there while a nearby school was under construction. It is a good example of the deco-style armories that were being built in the mid-twentieth century.

Central School was completed on Armory Road in 1921. It was the first consolidated African American school and the first to offer a high-school education. The construction of the school was assisted by a grant from the Julius Rosenwald Fund set up by the philanthropist after the Civil War to promote the education of African American children. Some of the other funding was raised by the county African American communities. Though there were at least two Rosenwald Schools in Calvert County, this is the only one to survive. Calvert County owns, restored, and maintains the historic building, which is eligible for listing in the National Register of Historic Places. It is designated as a Calvert County Historic District.

Church Street

Linden is now the home of the Calvert County Historical Society at 70 Church Street. It was first built as a farmhouse in the mid-nineteenth century and remodeled in 1911 to its current Greek Revival appearance by Judge John Gray. The spacious grounds still include a number of outbuildings that were part of the in-town farmstead. In later years, the Gray sisters who occupied the house, rented rooms to White teachers in the public schools. *Linden* is listed in the National Register of Historic Places and is designated as a Calvert County Historic District.

St Paul's Episcopal Church was constructed in 1841 and the bell tower was added in 1885. The church grounds include a cemetery that has fine examples of the changes in grave markers through time. The church was evaluated as eligible for listing in the National Register because of its notable architecture and the fact that it is among the oldest buildings in Prince Frederick.

Calvert County Sheriff's Department was built as the Calvert County Hospital in 1918 and was enlarged in 1926 with the addition of two side wings. It served as the hospital until the 1940s when a new hospital was built. It has since served as a nursing home, and currently houses the operations of the County Sheriff. The building is a good example of how adaptive reuse can preserve a historic building. The building is designated a Calvert County Historic District.

Baltimore & Drum Point Railroad

The Baltimore & Drum Point Railroad, chartered in 1868 was never completed, but the railroad bed was constructed before the project was abandoned in the early twentieth century. It runs through Prince Frederick and could be made a trail, potentially linking CalvertHealth Medical Center to King Memorial Park and points beyond in both directions. The railroad has an interesting history as “the biggest thing that never happened” in Calvert County, and has been found eligible for listing in the National Register of Historic Places. Its greatest use could still be realized as an amenity and to provide connectivity throughout the county for pedestrians, hikers, and cyclists.

Goals and Objectives

Goal 1: Enhance while preserving a walkable and vibrant business district, government center, and center of community life.

Historically, Prince Frederick has been a center of government and commerce since approximately 1725 when a courthouse was first constructed on the site of the present courthouse. The current Main Street in Prince Frederick retains this character as a business and government center intermingled with churches and residences.

To preserve this feature of Prince Frederick, this plan sets-out three specific objectives:

- Development of the Baltimore & Drum Point Railroad bed as a pedestrian, hiking, and bike path to connect Prince Frederick with its environs. Known as “the biggest thing that never happened in Calvert County,” the Baltimore & Drum Point Railroad, chartered in 1868, was intended to connect Baltimore with an ice-free alternative port in Calvert County. Although the project was abandoned in the early twentieth century, the remains of the railroad bed remain in Prince Frederick.

These remains (eligible for listing on the National Register of Historic Places) could be leveraged to create a pedestrian, biking, and hiking trail to connect Calvert Health Medical Center to King Memorial Park and points beyond in both directions (see depiction below). Accordingly, this plan contemplates, and establishes as a goal, formulation of a detailed plan to use federal, state, local government, and private sources to establish a pedestrian, biking, and hiking trail on the Baltimore & Drum Point Railroad bed. Such a plan could potentially use the model of the “Rails to Trails” program established through the Rail to Trails Conservancy.



Figure 2 Baltimore & Drum Point Railroad Bed

- Completion of missing sidewalk segments in the town center. To further promote walkability within the town center, this plan prioritizes the completion of missing sidewalk segments. Once completed, these segments would connect the older and newer parts of Prince Frederick providing more accessibility and a greater sense of community.
- Development of a town square(s). Consistent with Prince Frederick’s walkable, mixed development character, this plan encourages the development of a walkable town square in Prince Frederick comprised of mixed-use development, and that is constructed on re-purposed space. Further, this plan encourages the construction of a walkable mixed-use town square on the present armory site that could be connected to the Courthouse Square area.

Objective 1: Develop the Baltimore & Drum Point Railroad bed as a walking, biking, and jogging trail.

- 5.1.1.1 Establish an inter-committee/agency coordinating group to formulate a plan of action and milestones for developing the railroad bed for presentation to P&Z and the BOCC.
- 5.1.1.2 Conduct a community survey to gather input regarding citizen priorities

- 5.1.1.3 regarding how the trail would appear.
Conduct a site survey to determine available access, easement issues, and workarounds.

Objective 2: Prioritize completion of missing sidewalk segments in the Town Center.

- 5.1.2.1 Establish as a priority the completion of all sidewalks within the town center to a uniform grade and of a width, where possible, to permit two-way traffic.
5.1.2.2 Establish a process for annually reporting to the BOCC and public the status of sidewalk segment completion.
5.1.2.3 Develop a map available through multi-media sources of walkable areas within the town center.

Objective 3: Consider development of a town square(s).

- 5.1.3.1 Set as a priority the establishment of a town square within the town center that would re-purpose existing property and consider use of the armory site.
5.1.3.2 Related to the above sub-objective, conduct a feasibility study to analyze the best location for a town square that could serve as a center of business and cultural life.

Goal 2: Preserve existing access to open space while developing walkable areas and access to other open space resources.

Historically, Prince Frederick has been a walkable community surrounded by and accessible to a surrounding belt of green space. This plan promotes those attributes by leveraging existing resources.

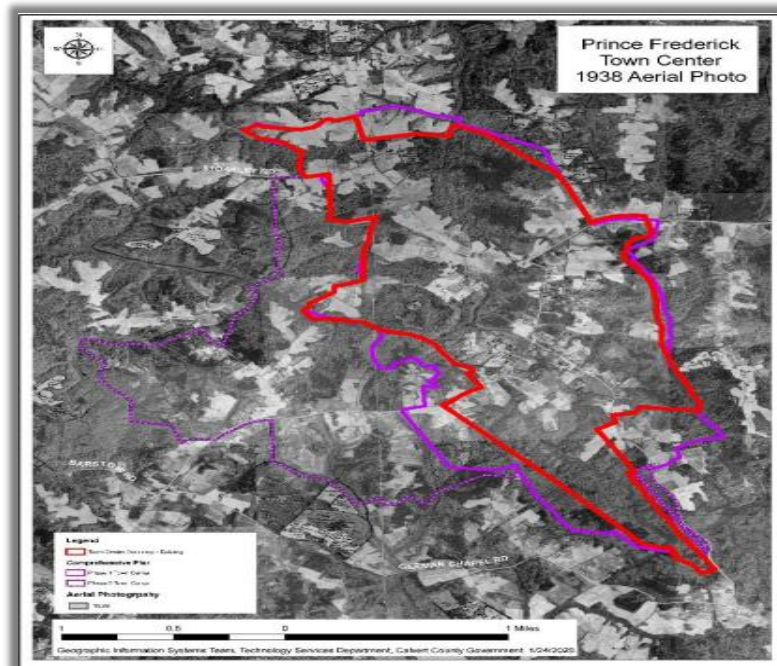


Figure 3 1938 Aerial View of Prince Frederick

Specifically, this plan sets as objectives policies intended to:

- Promote accessibility to, and protection of, Parkers, Hunting, and Battle Creeks. Parkers, Hunting, Mill, and Battle Creeks and their tributaries are integral parts of the green belt that surrounds Prince Frederick. Each through their tributaries or the creek itself form natural paths that bisect the Town Center.

Parkers Creek has been referred to as a “bay within a bay” and in appearance remains much as it was when Captain John Smith first viewed and subsequently mapped Calvert County’s shoreline in 1608. Parker’s Creek is an example of the resource this plan seeks to promote and replicate. The natural beauty of the Parkers Creek watershed and its 22 miles of hiking trails are immediately accessible from the Prince Frederick Town Center. Through capital improvements to sidewalks and bike paths in Prince Frederick, this resource can be made even more accessible.



Battle Creek forms a connection with Calvert County’s earliest identified settlers, the Piscataway Indians, who established a village at the mouth of Battle Creek. It was in this vicinity, the confluence of Battle Creek and the Patuxent River, that the first county seat of Calvert Towne was established around 1668.

Similar to Parkers and Battle Creeks, Hunting Creek and its associated stream valleys and steep slopes surround and intersect Prince Frederick to help form a natural green belt. These features diminish the sense of crowding in Prince Frederick. Thus, they are important to preserving the Town Center’s historic character as a balanced, mixed-development community inseparable from surrounding open space.

- Preserving historic and scenic connector roads. In addition to natural connectors discussed above, at least three roads identified as being historic and scenic, Stoakley, Barstow, and Double Oak Roads (the last south of Dares Beach Road) connect Prince Frederick to surrounding open space. These roads should be entitled to protection as part of the historic and scenic road ordinance contemplated under the Calvert County Comprehensive Plan.
- MD 2-4 to Dares Beach trail/side path. Complementing the above initiatives, this plan also prioritizes construction of a trail/side path from MD 2-4 along Dares Beach Road to Dares Beach. This provides another means of preserving Prince Frederick’s historic

character as a community seamlessly connected to surrounding open space. Such a trail/side path would allow biking and walkable access to the historic Old Wallville School along with access to Double Oak Road (south of Dares Beach Road) and the Chestnut Land Trust. In addition to these preservation-related benefits, such a trail/side path would provide practical safety and recreational benefits including to those now biking and jogging while using the utility lane.

Objective 1: Promote accessibility to Parkers, Hunting, and Battle Creeks.

- 5.2.1.1 Promote walkable access to (to the extent feasible) Parkers, Hunting, Mill, and Battle Creeks.

Objective 2: Prioritize preserving historic and scenic connector roads in the Town Center.

- 5.2.2.1 Formally designate Stoakley, Barstow, and Double Oak Roads (the last south of Dares Beach Road) as historic and scenic connector roads.
- 5.2.2.2 Develop uniform protections for these roads as a part of a historic and scenic road ordinance contemplated under the county comprehensive plan.

Objective 3: Develop a walking, biking and jogging trail paralleling Dares Beach Road running from MD 2/4 to Dares Beach.

- 5.2.3.1 Conduct a site survey to determine available access, easement issues, and workarounds.
- 5.2.3.2 Conduct a community survey to gather input regarding citizen priorities regarding how the trail would appear.

Goal 3: Preserve and enhance historic structures and architecture that uniquely characterize Prince Frederick.

Objective 1: Preserve all structures of historic significance within the town center.

- 5.3.1.1 Prioritize preserving the [number] structures within the footprint of Prince Frederick that are on the Maryland Registry of Historic Places.
- 5.3.1.2 Identify and add to the Maryland Registry of Historic Places any additional historic structures within the town center not currently on the registry.
- 5.3.1.3 Establish a process for annual reporting to the BOCC and public regarding the status of preservation efforts.
- 5.3.1.4 Establish a process for identifying and placing as many town center properties as possible on the National Register of Historic Places.

Objective 2: Encourage new construction projects to emulate architectural features found on existing historic structures.

- 5.3.2.1 Develop an analysis of prominent architectural features on existing historic structures that can be emulated in new construction.
- 5.3.2.2 Make the foregoing analysis available as a “best practices” guide for emulating in new construction.

Objective 3: Develop a multi-media guide of historic structures in the Prince Frederick Town Center.

- 5.3.3.1 Develop a virtual guide of historic structures in Prince Frederick that would include allowing virtual interior tours.

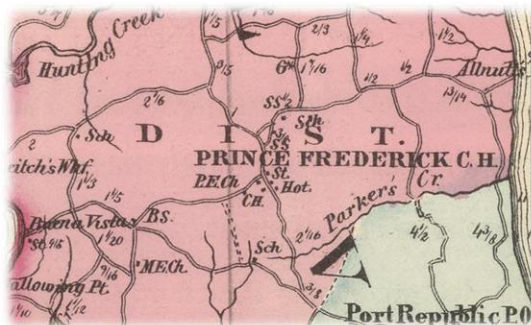
- 5.3.3.2 Develop uniform signage that would identify and briefly describe historic structures and points of interest in Prince Frederick.

Goal 4: Develop heritage resources that preserve and tell the story of Prince Frederick and its people.

Prince Frederick's heritage is inseparable from the stories of those who lived in and around there. It is the stories of students who attended Central School. It is the stories of those who lived at Linden, it is the stories of the eighteen soldiers and sailors on the World War I monument at the Calvert County courthouse. It is the stories of the generations who have worked the Hance Farm. These are but few of the rich examples of individual stories that form the cultural heritage of Prince Frederick and indeed Calvert County. Thus, preserving and telling these stories is an integral part and goal of this plan.

To this end, every cultural and historic structure and resource that is preserved in Prince Frederick, as contemplated in previous goals, in turn preserves the rich stories of Calvert County and its citizens. To better tell these stories, this plan encourages as part of capital improvements, a heritage trail and marker program that leverage existing infrastructure and additional infrastructure contemplated in other sections of this plan.

Such a trail would employ standardized historic markers, that are aesthetically compatible with the surrounding area to tell personal stories related to each location. This same trail would encompass archeologically significant sites as feasible.



Objective 1: Further develop resources that promote historic points of interest in Prince Frederick.

- 5.4.1.1 Develop a collaborative plan through an inter-agency/committee process for identifying and documenting the historic sites/points of interest, structures, and monuments in Prince Frederick.
- 5.4.1.2 Consistent with the prior objective, identify and develop multi-media means of presenting to the public town center historic sites/points of interest and structures.

Objective 2: Develop easily accessible resources that tell personal stories that are connected with Prince Frederick.

- 5.4.2.1 Develop a collaborative plan through an inter-agency/committee process for identifying and documenting the personal stories associated with the historic

- structures and monuments within the town center.
- 5.4.2.2 Consistent with the prior objective, investigate and procure multi-media technologies for making these personal stories accessible.

Objective 3: Investigate means of telling individual stories through archeology.

- 5.4.3.1 Determine the feasibility of using discoveries and other resources from the town center's [15] archeological sites to assist in telling the individual stories associated with Prince Frederick.
- 5.4.3.2 Prioritize protecting archeological sites within the town center while investigating possible public access to the stories of these historic sites.

CHAPTER 6. HOUSING

Calvert County Comprehensive Plan Vision

Our Town Centers are attractive, convenient, and interesting places to live, work, and shop.

Calvert County Comprehensive Plan Goals

Goal 1: Provide for full range of housing types in Town Centers to attract and retain multi-generational communities.

Goal 2: Encourage walkable, mixed use communities in Town Centers.

Goal 3: Provide programs to increase housing affordability.

Goal 4: Support aging in place through universal house design housing units and supportive services, especially near health and support services.

Affordable Housing

At a time when housing stock is disproportionate to the housing needs of most Americans, revisioning the town center is critical. The State's Growth Tier mapping that the county adopted, the county's Transferable Development Rights (TDRs), and environmental vulnerabilities unique to this region are additional factors adding complexity to the planning process. The Calvert County Comprehensive Plan, adopted in 2019, outlines a vision for housing in Town Centers that is accessible to sidewalks, public transportation, health/supportive services, and retail. There is also great value in developing cultural, arts and recreational amenities that promote a sense of identity for residents living and working in the Prince Frederick Town Center. The chief objective is to develop a place where residents can be successful at every stage of life.

In terms of housing, the following developments provide approximately 500 affordable rental units in the Prince Frederick Town Center: Prince Frederick Villas, Silverwood, Calvert Towne and Prince Frederick Village, Chapline House 1 and 2, Calvert Pines 1 and 2, Prince Frederick Senior Apartments, and Calvert Hills East. An additional 76 affordable units are just outside the Prince Frederick Town Center in Yardley Hills. These dwelling units comprise nearly 50% of all affordable rental units in Calvert County. The 2020 Maryland Housing Needs Assessment & 10 Year Strategic Plan revealed that Calvert County has a deficit of 550 available rental units for people living at 30% of the Area Median Income (AMI) level, a deficit of five units for those at 50% AMI level and a surplus of 980 units for those at 80% AMI level. Town Center prioritization to address the deficit of rental units at the 30% AMI level is recommended using a variety of housing strategies, not just one approach. Seniors and individuals living with disabilities experience a higher rate of severe cost burden and should be factored into the planning process.

In the [2020 Maryland Housing Needs Assessment & 10 Year Strategic Plan](#), the [census tracts making up the Prince Frederick Town Center are considered category 4, the second highest need category for](#)

[rental and homeownership issues in Southern Maryland](#). According to the report, this area is characterized by an older housing stock, a highest renter cost-burden rate (paying more than 50% of their income on housing) and the largest increase in the share of people that are elderly from 2000 to 2017. These census tract areas have the second highest shares of renters using vouchers and receiving rental assistance, but the high cost-burden rate shows that more assistance and more affordable housing options are needed. This category has the second lowest occupancy rate, which may suggest the existing older housing stock is not suitable for the needs of current residents. With the increase in the aging population, aging-in-place strategies, particularly strategies that can improve the quality and accessibility of housing, may be relevant.

With regards to home ownership, the category 4 area has the second highest poverty rate in the region and experienced the second highest increase in the poverty rate from 2000 to 2017. These census tract areas have the second lowest median household income and saw little increase since 2000. These areas show signs of housing instability: high delinquency and foreclosure rates, high owner cost burden (paying at least 50 percent of their household income on housing) and the highest rate of residential mobility (share of residents who did not live in the same census tract one year ago) in the region. Strategies in these areas should focus on maintaining and improving the physical housing stock and the financial well-being of residents (homeowner counseling, financial advising, alternative home loan product.)

In addition to the strategies recommended by Maryland's 2020 Needs Assessment and 10 Year Strategic Plan, the Calvert County Housing for All Task Force's 2020 report recommended developer incentives, planned unit development, education on the definition and availability of affordable & workforce housing, and promoting awareness of opportunities for housing assistance programs.

Community Services

In addition to serving as the hub for local government, the following key government and nonprofit services are based in Prince Frederick: Calvert County Library, Calvert Pines Senior Center, Calvert County Health Department, the Local Behavioral Health Authority, ARC of Southern Maryland, Southern Maryland Community Network, Inc., Project ECHO Shelter, Community Ministries of Calvert County, Inc., Calvert County Department of Social Services, Barstow Acres Children's Center, University of Maryland Extension Office, and the Housing Authority of Calvert County.

Aging Services

AARP and the World Health Organization Network of Age-Friendly Communities provide a framework and action plan for developing age friendly communities, which include outdoor spaces; safe and secure walkable streets; affordable and appropriate housing to "age in place"; transportation options; supportive community features; access to key services, especially health services; and opportunities for residents to participate in community social activities.

The Department of Community Resources, Office on Aging Division is planning a Senior Center Facilities Plan/Needs Assessment, incorporating some of that planning process, within the next two years. The Calvert Pines Senior Center is currently planning an expansion with a Client Services/Long-

Term Care suite to accommodate the growing number of social services staff Office on Aging is employing to support the increased aging population.

Transportation

The Prince Frederick Shuttles provide circulator service around Prince Frederick. They create a bi-directional travel for most stops within Prince Frederick. Prince Frederick Shuttle I currently carries over a third of the system's daily riders. A route evaluation was conducted for the 2016 Transportation Development Plan (TDP) which cited poor on-time performance. This is due to the high population of wheelchair passengers in the area. A route reconfiguration is proposed in the TDP to reduce headways, create timed transfers, and provide hourly service throughout its service hours.

The county government purchased the parcel alongside the former Armory to support development of a bus transit transfer station with state or federal funding. A standalone transfer center that is centrally located and in proximity to existing routes would provide the ability to have conveniences such as restrooms for drivers, shelters, benches and trash cans.

Calvert County Health Department

With near double the population since the Health Department main office building was initially constructed and as the sixth largest employer in Calvert County, the County Health Department is currently outgrowing its space and will need to expand to new locations or create a new main building to accommodate the influx of patients. The Calvert County Health Department is one of twenty-four local health departments in the state. The local health departments. The state's "Public Health Administration oversees vital public health services to Maryland residents including infectious disease control, environmental health programs, family health services, food safety, health care quality, vital records, the Office of the Chief Medical Examiner, the State Anatomy Board, and the activities of the 24 local health departments in Maryland." (<https://health.maryland.gov/pha/Pages/home.aspx>, accessed June 6, 2021)

Goals and Objectives

Goal 1: Provide for full range of housing types in the Prince Frederick Town Centers to attract and retain multi-generational communities.

Objective 1: Facilitate the development of a variety of housing types in the Prince Frederick Town Center.

- 6.1.1.1 Continue the policy to allow accessory dwelling units on lots with single family dwellings. [P&Z]

Goal 2: Encourage walkable, mixed use communities in Prince Frederick Town Center.

Objective 1: Accommodate residential uses in areas that are traditionally commercial in character.

- 6.2.1.1 Continue to allow residential uses in mixed-use buildings in the Prince Frederick Town Center. [P&Z]

- 6.2.1.2 Encourage the co-location of multi-family housing into commercial areas to bring uses closer together and allow for redevelopment and infill housing. [P&Z]

Objective 2: Encourage location of small-scale personal service activities within a walkable distance of residential uses.

- 6.2.2.1 Accommodate home occupations at an appropriate scale in residential areas. [P&Z]

Goal 3: Provide programs to increase housing affordability.

Objective 1: Support programs that increase the availability of affordable units.

- 6.3.1.1 Encourage public/private partnerships and/or developer-nonprofit partnerships for the development of affordable housing, elderly housing, or upgrading of substandard housing. [CR, ED]
- 6.3.1.2 Avoid concentrating subsidized housing. Facilitate affordable housing in all area of the Town Center. [CR, P&Z]
- 6.3.1.3 Consider adopting inclusionary zoning regulations, after reviewing programs in other jurisdictions. [P&Z, CR, PC, BOCC]

Goal 4: Support aging in place through universal design housing units, especially near health and support services.

Objective 1: Support aging in place through universal design.

- 6.4.1.1 Encourage the use of universal design principles in the housing units and communities. [P&Z]
- 6.4.1.2 Regularly review parking requirements for housing to serve the disabled and seniors. [P&Z]
- 6.4.1.3 Provide opportunities to retrofit existing homes to incorporate universal design features so that seniors and the disabled can remain in communities longer, if they so choose. [P&Z]

Objective 2: Locate senior housing near health and other support services.

- 6.4.2.1 Continue to encourage age-restricted (senior or 55+) housing in Town Centers by reducing the full requirements of the Adequate Public Facilities requirements for schools, school excise taxes, and/or the use of Transferable Development Rights to increase allowable density. [P&Z, BOCC]
- 6.4.2.2 Develop incentives for assisted living facilities and nursing homes to be constructed in Town Centers. [P&Z, CR, BOCC]

Goal 5: Provide health services to the Calvert County community.

- 6.5.1.1.1 Provide sufficient space for the Calvert County Health Department to provide services to the county community. [CR, BOCC]

CHAPTER 7. TRANSPORTATION

Calvert County Comprehensive Plan Vision

Our highways are safe with only moderate congestion and transit is readily available. Walking and bicycling are practical alternatives within and in close proximity of Town Centers.

Calvert County Comprehensive Plan Goals for Transportation

Goal 1: Provide a safe and reliable transportation system that complements the overall development of the county and balances use by pedestrians, bicyclists, motorists, and bus riders.

Goal 2: Maintain MD 2, MD 4, MD 2/4, and MD 231 as the main transportation corridors, providing for safe and efficient travel.

Goal 3: Maintain and improve the arterial and non-arterial road systems to provide for safe and efficient travel.

Goal 4: Improve and expand existing transit services.

Goal 5: Promote transportation alternatives such as buses, carpools, vanpools, bicycling, and walking.

Goal 6: Continue a countywide transportation planning program that is integrated with state and regional planning programs.

The public has consistently ranked traffic congestion as one of its foremost concerns during the development of the Prince Frederick Town Center Master Plan. Transportation concerns in Prince Frederick range from the lack of sidewalks for some neighborhood walking trips to traffic congestion affecting more than 40,000 vehicle trips per day on MD 2/4.

Per standards¹ used by transportation agencies in Maryland and beyond, 2020 congestion levels are acceptable in most locations in and around Prince Frederick, yet public sentiment considers traffic congestion an ongoing threat to quality of life. Recognizing this tension, the transportation element of Prince Frederick Town Center Master Plan identifies areas of concern that can be addressed through local, state, and private actions and investments in advance of or in concert with proposed development. Additional tension arises from certain policy and investment choices that may have a greater benefit to commuters traveling through Prince Frederick MD 2/4 than to residents of the Prince Frederick area. This chapter seeks to address both concerns, but where a choice between the two is necessary, makes the strategic choice toward improving local circulation and mobility.

¹ MDOT SHA considers Level of Service "D" to be acceptable when evaluating potential improvements. Article 7.105(c)(2) of the County Zoning Ordinance requires To be determined "adequate" by the Planning Commission, the County road(s) must maintain a level "C" service rating, after full development of this and all other existing and proposed residential developments and subdivisions within the study area. The County intersections must maintain a level "C" service rating except for Town Centers where a level "D" service rating will be acceptable. State roads and intersections must maintain a minimum level "D" service rating, after full development of this and all other existing and proposed subdivisions and residential development within the study area.

The construction of new roads or widening of existing roads to add roadway capacity is very costly. It has never been the policy of the county to require developers to fully bear the cost of new roadway projects, nor is it feasible to do so given the scale and timing of development projects which occur in the area. This plan recommends a new policy approach to address traffic impact studies, which would achieve a more equitable, predictable, and timely means to achieve the county's adequate public facilities requirements.

The construction of new roads or widening of existing roads to add roadway capacity also competes for resources with the county's obligations to maintain roads and bridges in a good state of repair, and to ensure that roads are safe for travelers in all modes of transportation. New investments in road capacity must be weighed against these goals which are spelled out in the Calvert County Transportation Plan.

There is also strong desire to improve conditions for walking and bicycling in Prince Frederick as well as to encourage the use of public transit in the area; however, the public also recognizes that such improvements are not intended nor are or likely to reduce traffic congestion. Rather, providing improved bike and pedestrian facilities is an enhancement to the quality of life for residents for recreational purposes and may be used for some short local trips. The transportation element illustrates a network of bicycle and pedestrian facilities that can be built incrementally and recommends changes to the zoning code and/or road design manual that will help to grow a safe and comfortable bicycle and pedestrian network. The role of transit service in the area will continue to be two-fold: commuter-oriented buses to Washington, DC as an alternative to commuting alone; and locally operated services which primarily serve those who do not own or are unable to operate a car. This plan identifies potential improvements to both these service types.

The Transportation Network in Prince Frederick

Calvert County is a long narrow peninsula bounded by the Patuxent River to the west and the Chesapeake Bay to the east and south. MD 2/4 is the only arterial which runs the full north-south span of the county; at the north end, MD 2/4 branches to Anne Arundel and Prince George's Counties, respectively. The Thomas Johnson Bridge crosses the Patuxent River to the south into St. Mary's County; another bridge crosses Patuxent River to and from Charles County on MD 231 leading into Prince Frederick from the west. Through Prince Frederick, MD 2/4 carries between 38,000 – 42,000 trips on the average weekday.

In the late 1980s, the Maryland Department of Transportation State Highway Administration (MDOT SHA) developed a concept plan to make MD 2/4 a limited access highway, with ramps and overpasses for local access near what is now Auto Drive to the north and at Dares Beach Road to the south. The county and SHA also considered an option that would have created a MD 2/4 bypass to the west of Prince Frederick. These concepts proved to be too costly and not representative of the type of community that residents wanted Prince Frederick to be. to the bypass option. In lieu of the limited-access concept, three strategies were planned:

- **Widening of MD 2/4 from four to six lanes (three in each direction plus turn bays).** Widening has occurred in multiple phases since 2010. As of 2021, the roadway has been widened between MD 765A (Main Street) and Fox Run Boulevard. Future phases are on hold pending the availability of funds from MDOT SHA.
- **A loop road concept** that would improve circulation for local trips in Prince Frederick while allowing traffic to flow through on MD 2/4. On the west side of MD 2/4, most of the intended loop road alignment has developed as Prince Frederick Boulevard, which opened in phases beginning in 1995. Traffic counts completed by MDOT SHA that completion of the west side loop road (Prince Frederick Boulevard) north of MD 231 indicate that the new loop road reduced approximately 3,000 trips daily on MD 2/4.
East of MD 2/4, short segments of the planned loop road have been constructed as Fox Run and Chesapeake Boulevards; those segments opened in 2009 and connected Calvert Middle School to MD 2/4, but the segment that would connect the two existing portions of Fox Run Boulevard and link Calvert High School to Calvert Middle School has not yet been constructed.

Commuting & Mobility Facts for Prince Frederick and Calvert County

- More than 90% of county residents commute to work alone in their personal vehicle; fewer than 3% percent use public transit.
- The lack of major employers in Calvert County results in slightly more than 65% of commuting trips destined for locations outside of Calvert County. Fewer than 10,000 commuting trips are made into Calvert County each day.
- The Census Bureau estimates that the average commute time for a resident of Calvert County is 42 minutes, the second-longest average commute among jurisdictions in Maryland. Maryland has the longest average commute of any state in the nation at 31.8 minutes.
- The three county-operated buses which primarily serve Prince Frederick carried approximately 43,000 passengers annually.
- MDOT MTA's Commuter Bus provides ten trips daily to and from the Prince Frederick Park and Ride carrying approximately 200 riders daily.

Several state roadways branch east and west from the MD 2/4 spine and are supported by a local network of collectors and minor arterials connecting further to the interior. In Prince Frederick, signalized intersections at Sherry/Old Fields Lane, MD 231(Hallowing Point Road), Armory Road, MD 402 (Dares Beach Road), Fox Run Boulevard/Chapline Place, Traskers Boulevard, and Stoakley Road/Hospital Drive are the primary branches from MD 2/4. Of these, MD 231 (Hallowing Point Road), MD 402 (Dares Beach Road), and Stoakley Road currently have excessive delay when entering MD 2/4 during the morning peak hour and to a lesser extent in the evening peak hour; all other roads experience low- to moderate-delay.

Other than building loop roads (as has occurred in Prince Frederick), realigning some roadway sections, and completing planned connections, there is little room for new roads in Calvert County. Where opportunities might exist, environmental challenges such as steep slopes, protected forest and agricultural lands, and sensitive wildlife habitats would be difficult to overcome.

Calvert County Public Transportation, a division of the Department of Community Services, operates eight bus routes of which six primarily serve Prince Frederick: one each from Chesapeake and North Beach (North/Pink route), Lusby and St. Leonard (South/Blue route), Adelina and Broome's Island (Mid-county/Yellow route), and two shuttles (White and Green) operating within Prince Frederick. In addition, CCPT operates a bus from Prince Frederick to Charlotte Hall in St. Mary's County. These buses link residents with employment centers, shopping centers and medical facilities and other public services; most riders cannot or do not own a vehicle. The bus system is run on a "flag system" which means there are few established bus stops and buses can be hailed along the route by passengers. Bus service operates on weekdays with limited service on Saturdays. In addition to fixed route services, the county operates on-demand paratransit services.

Finally, travel on foot or by bicycle can be extremely difficult and thus represents a tiny percentage of all trips in the county. Although improved over the past decade, there are significant gaps in the sidewalk network throughout the Town Centers. Sidewalks and bicycle lanes simply provide a choice in how to move around within parts of Calvert County, especially within the Town Centers.

Goal 1: Improve Traffic and Mobility in Prince Frederick

From 1970 through 2000, Calvert County was the fastest or second-fastest growing county in Maryland, but since 2010 the growth rate has slowed considerably. The Maryland Department of Planning now projects that on an annual basis population growth will slow to well less than ½ of one percent annually through 2045.² This will slow the rate of growth in traffic congestion but will not solve existing concerns about traffic congestion. (St. Mary's and Charles Counties are projected to grow by more than 1.25% annually over the same time which may place added pressure on MD 2/4 and MD 231 depending on the distribution of employment.) Moreover, given the county's low-density and low-growth development pattern and the distance from major employment centers, all indications are that the predominant mode of transportation in Calvert County will continue to be the personal automobile. However, it is possible that development policies and transportation investments can mitigate the amount of time spent in traffic for residents by keeping their local trips largely off of MD 2/4, and by creating an environment for walking and bicycling that reduces the need for auto use for some trips within Prince Frederick.

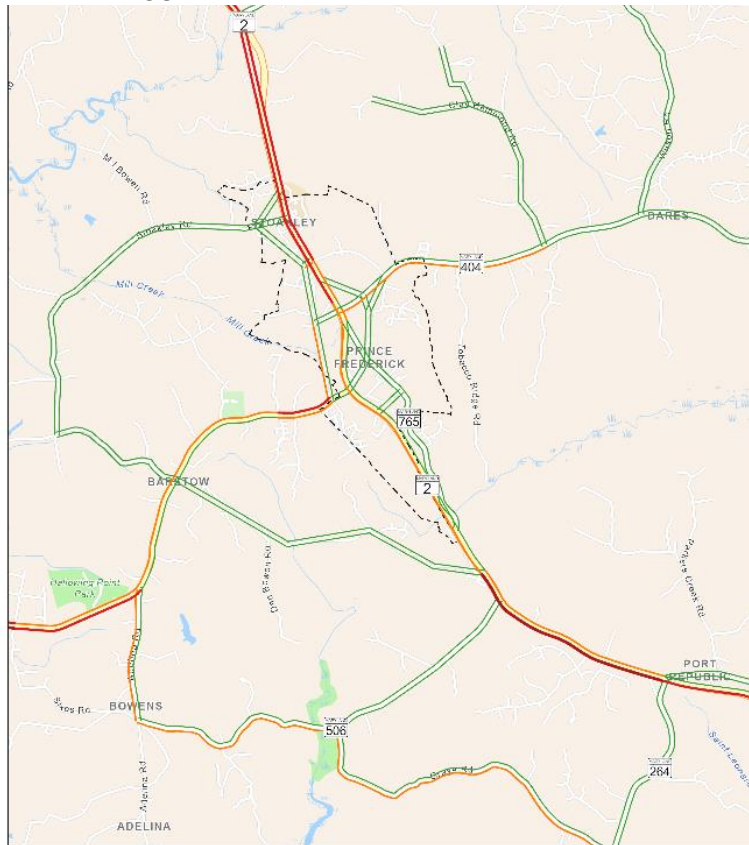
Because opinions differ within the about the technical definition of "level of service" (traffic congestion) and how it is applied in Calvert County various roadway links and intersections, this chapter of the Prince Frederick Town Center Master Plan moves away from the use of this metric. Instead, this plan focuses on "areas of concern" for traffic congestion and more specifically how new development may increase traffic congestion in a particular part of the town center. Areas of concern are defined by the volume of traffic

² Maryland Department of Planning, Projections and State Data Center, December 2020

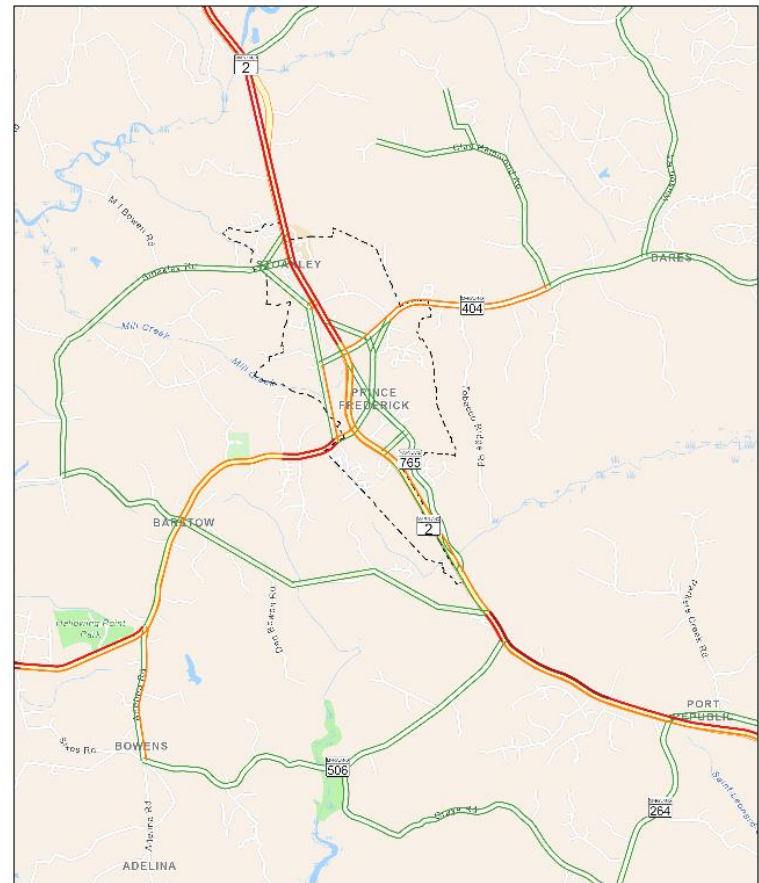
over the course of the day relative to the road capacity. This measure takes away considerations related to traffic signal timing, the striping of turn lanes, human behavior and other variables which can be adjusted in a traffic model.

Establishing areas of concern allows the county and MDOT SHA to monitor and plan for growth in certain areas, while prioritizing actions in other areas where traffic volume is already or nearing road capacity. The threshold for designating areas of concern is significantly less congested than would be established if the “level of service” metric were used.

**FIGURE 2. 2040 TRAFFIC FORECAST WITHOUT IMPROVEMENT
AM PEAK HOUR**



**FIGURE 1. 2040 TRAFFIC FORECAST WITHOUT IMPROVEMENTS
PM PEAK HOUR**



— No Concern

— Emerging Concern by 2040

— Existing Congestion
or Definite Concern

MD 2/4 (Solomon's Island Road) & Loop Roads

The widening of MD 2/4 from Main Street to Fox Run Boulevard has yielded a significant improvement in traffic congestion in this 2.5 mile stretch of road; however, traffic approaching Stoakley Road from the south in the morning and from the north in the evening are delayed by bottleneck where the MD 2/4 has not yet been widened.

Objective 1: Take a firm stance with MDOT SHA and developer applicants with respect to access management along MD 2/4 and MD 231.

- 7.1.1.1** Make clear in the Zoning Ordinance that no additional access points along MD 2/4 are to be permitted between Main Street and MF Bowen Road.³
- 7.1.1.2** Work with MDOT SHA and property owners to proactively convert existing access points to right-in and right-out only, with traffic directed to Prince Frederick Boulevard on the west side of MD 2/4.
- 7.1.1.3** As an eastern loop road continues to be developed, ensure that similar actions are taken to proactively close access points along Maryland 2/4.

Objective 2: Expand traffic monitoring and intelligent transportation systems in the MD 2/4 corridor through Prince Frederick

- 7.1.2.1** Encourage MDOT SHA to install traffic cameras, speed sensors and other real-time data collection and traffic management tools
- 7.1.2.2** Encourage MDOT SHA to install a variable message sign on MD 2/4 northbound in advance of MD 231.

Objective 3: Complete strategic roadway network improvements in the Town Center

- 7.1.3.1** Encourage MDOT SHA to complete the final one mile of widening of MD 2/4
This improvement should be a lower priority for the county than seeking state funding of improvements along MD 231 described below.
- 7.1.3.2** Extend the Prince Frederick Boulevard to intersect with MD 2/4 approximately 2000 feet south of Sherry Lane
This road will provide further connectivity within the Town Center, reduce the need for residents along Prince Frederick Boulevard to use the intersection of MD 231 at MD 2/4, and act as a boundary between potential residential development and the proposed Sullivan's Branch conservation area.
- 7.1.3.3** Connect the two existing sections of Fox Run Boulevard

³ If a new access point is contemplated by MDOT SHA, the applicant should be required to close two other access points along MD 2/4 should be closed at the responsibility of the applicant. This may require coordination with other property owners.

7.1.3.4 Connect Chesapeake Boulevard to Harrow Lane

7.1.3.5 Construct the third segment of the eastern loop road that would continue between Calvert Memorial Hospital and the creek to its east, which connects to Hunting Creek, following the northern edge of the hospital parking lot to intersect MD 2/4 at Auto Drive.

This alignment will require significantly less forest clearing and may require somewhat less grading than alignments that are on the east of the creek before connecting to MD 2/4.

Completion of these roadways should not be tied to any specific development proposal.

MD 231 (Hallowing Point Road)

Despite a 30% reduction in traffic across the Benedict Bridge between 2010 and 2019 and the widening of MD 231 from just west of Thoroughbred Place to MD 2/4, community concerns persist regarding traffic conditions along MD 231 (Hallowing Point Road). The concerns are multi-faceted including the safety of left turns to and from side roads, motorists passing vehicles making a left turn from MD 231, and speed control especially during off-peak travel hours. Westbound traffic congestion is a definite concern between Prince Frederick Boulevard and the J.W. Williams Road (College of Southern Maryland); eastbound traffic congestion between the Benedict Bridge and Adelina Road is a definite concern in the morning peak hour.

Objective 4: Strategically expand roadway capacity and improve traffic operations and safety along MD 231

7.1.4.1 Encourage MDOT SHA to widen MD 231 from two to four lanes between Thoroughbred Place and JW Williams Road.

The potential for further growth at the College of Southern Maryland and residential development to the north and south indicates the need for this improvement concurrent with such growth.

Objective 5: Improve safety and access control along MD 231

7.1.5.1 At Stafford Road, work with MDOT SHA to consider realigning the intersection to reduce the skew and improve sight distance for left turning vehicles.

7.1.5.2 At Barstow Road/German Chapel Road, work with MDOT SHA to consider realigning the intersection to reduce the skew

7.1.5.2 At Adelina Road, work with MDOT SHA to consider signalization and implement speed control measures approaching Adelina Road.

7.1.5.3 Realign Ketch Road and the Hallowing Point Park access road from Jibsail Drive

7.1.5.4 Work with MDOT SHA to convert Jibsail Drive to right in/right out only.

7.1.5.5 Control future access to MD 231 by requiring any development to exit to onto a collector road which would be more likely to warrant signalization.

Safety and access management improvements along MD 231 should occur independent of any specific [development proposal](#).



FIGURE 3. MD 231 POTENTIAL IMPROVEMENTS – EAST OF BARSTOW ROAD

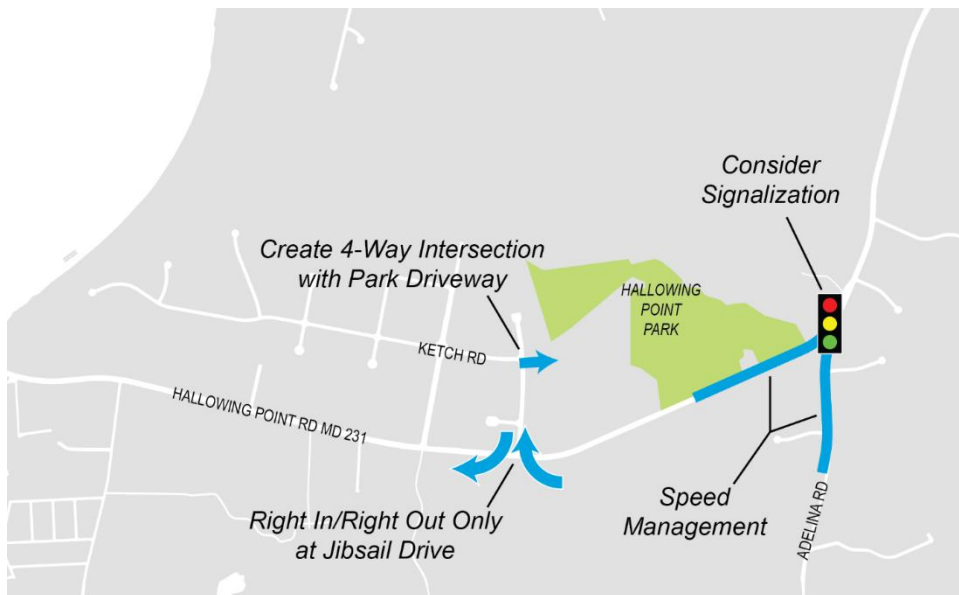


FIGURE 4. MD 231 PROPOSED IMPROVEMENTS – WEST OF ADELINA ROAD

Town Center Connections – Northwest Quadrant

Existing and future development in the northwest quadrant of the Town Center has led to areas along MD 231 of emerging concern (west of JW Williams Road) and existing/definite concern (east of JW Williams Road). West Dares Beach Road is a logical connection from College Station and would also support development of the properties west of Prince Frederick Boulevard. However, the disadvantage of this connection is that it would place additional traffic onto the intersection of MD 402 (West Dares Beach) at

MD 2/4. In addition, a northern connection to Stoakley Road should be built to provide an alternative means of travel for commuters traveling north on MD 2/4 and more evenly distribute traffic in the corridor.

Objective 6: Develop a street network in the northwest quadrant of the Town Center to relieve pressure on the intersection of MD 231 at MD 2/4 from new development both north and south of MD 231.

7.1.6.1 Extend West Dares Beach Road towards JW Williams Road.

7.1.6.2 Connect Stoakley Road to meet the West Dares Beach Road extension.

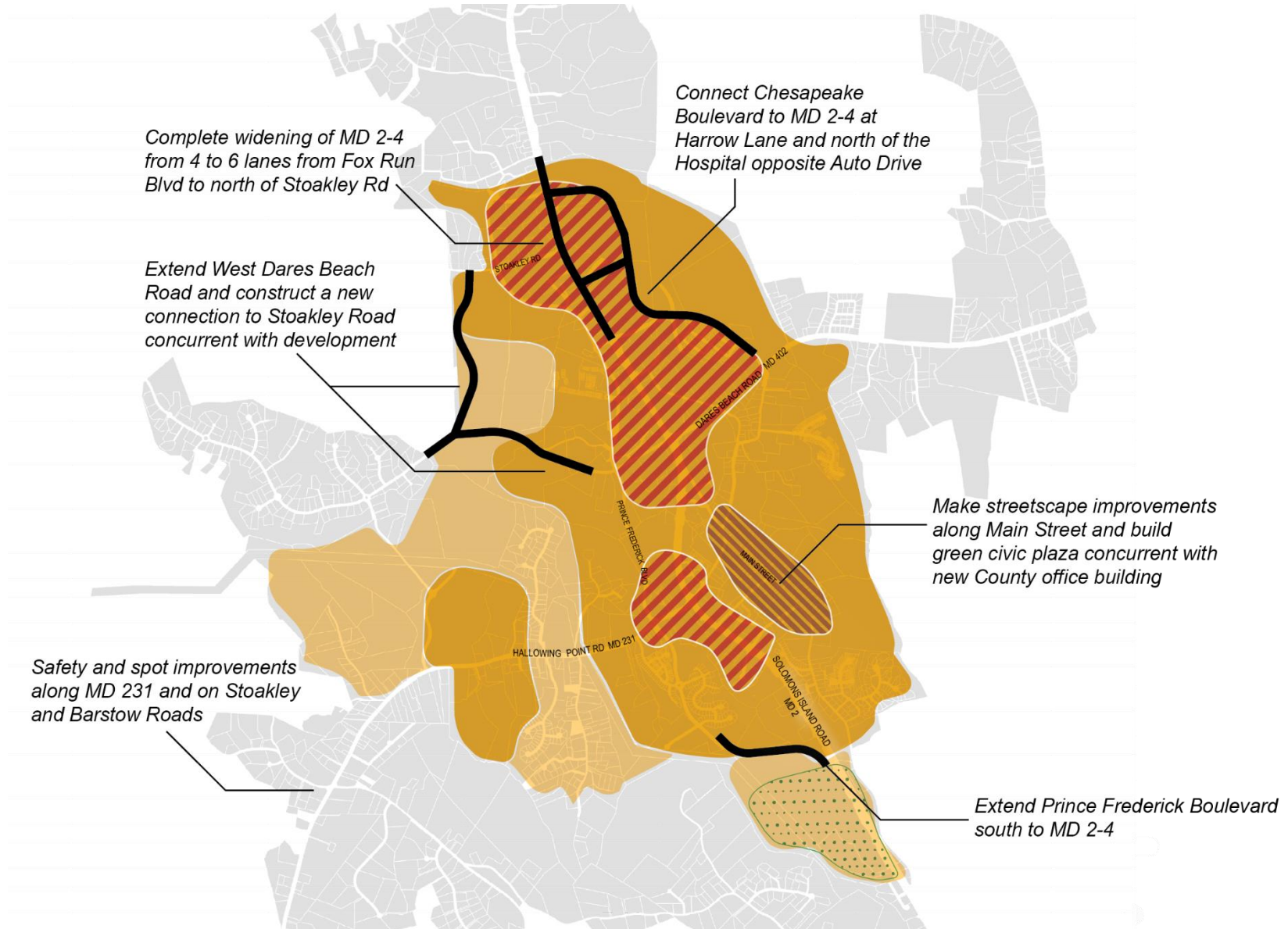
Along JW Williams Road south of the roundabout to MD 231, the right of way is approximately 60 feet which is similar to Prince Frederick Boulevard. West Dares Beach Road has right of way of approximately 50 feet. It is recommended that a 60' right of way be established for all future alignments of the connector roads identified above. This would permit one travel lane in each direction, with protected turn lanes as necessary, as well as a 10' asphalt side path with five-foot buffer.⁴

7.1.6.3 Widen Stoakley Road between Prince Frederick Boulevard and the new roadway, or construct a roundabout at the intersection of Stoakley Road and Prince Frederick Boulevard.

As the benefit of this roadway will accrue to all travelers on MD 231, it should not be expected that any single development bears the cost of the roadways in the northwest quadrant of the town center. Rather this quadrant exemplifies why a per unit or per trip fee charged on each development is a more equitable and practical approach than the current traffic impact analysis process. This plan does not endorse a specific alignment for either roadway, although there is a logical and longstanding proposed alignment for the West Dares Beach Road extension. The northern connection has a few possible alignments that require further vetting for engineering and environmental considerations.

⁴ The 60' right of way is generally consistent with the Residential Collector (RD-6B-Urban) roadway, however, the county should consider updating the standard plate in the *Road Ordinance and Site Development Ordinance – Part 3 – Specifications and Design Standards* to include a 10' shared use pathway with buffer rather than standard 5' sidewalk.

FIGURE 4. RECOMMENDED ROADWAY NETWORK IMPROVEMENTS



Goal 2: Implement Bicycle, Pedestrian, and Streetscape Improvements to Enhance Community Connectivity and Sustainability in Prince Frederick.

There is a strong community interest in building a strong bikeway and pedestrian network throughout Prince Frederick. The network should safely and comfortably accommodate people of all ages and abilities to walk or bike to stores, restaurants, and public facilities such as the library and senior center. pleasure. An illustrative bikeway network is shown below to identify the key corridors for new or improved bicycle facilities; implementation will occur using a variety of bicycle facility types that range from on-road bike lanes to pathways fully separated from any roadway. Each corridor should be evaluated separately to determine the best possible facility at the most reasonable cost.

FIGURE 5. COMMON TYPES OF BICYCLE FACILITIES



Shared-Use Path

Shared-use pathways are bicycle- and pedestrian-specific transportation corridors. Pathways are ideally 10 to 12 feet wide to accommodate bidirectional walking and bicycling, with 2-foot-wide grass shoulder areas. Adjacent to roadways, they are called sidepaths and typically require a 5-foot landscaped buffer from the roadway.



Protected Bike Lane

Bike lanes are “protected” when they provide physical separation between motor vehicles and bicycles. One-way protected bike lanes are usually at least 5 feet wide and two-way lanes are 8 to 10 feet wide, with at least a 2-foot-wide buffer with delineators such as flex posts (as shown here), parking stops, precast curbs, planter boxes, or “armadillos.”



Bike Lane

Bike lanes are roadway lanes that provide designated space for people bicycling but do not provide any physical separation or protection between motor vehicles and bicycles. Bike lanes are typically 5 to 6 feet wide. If 7 feet or more is available, a buffer should be provided, instead of a very wide bike lane, to discourage driving or parking in the bike lane.

Objective 1: Expand Prince Frederick's bicycle network.

- 7.2.1.1** Construct north/south bikeways east and west of MD 2/4 that roughly follow Prince Frederick Boulevard on the west side and Main Street, Armory Road, Fairgrounds Road, Fox Run Boulevard, and Chesapeake Boulevard (including future planned segments) on the east side.⁵
- 7.2.1.2** Construct east/west bikeways between Main Street and points west along MD 231/Hallowing Point Road and between College Station and points east along MD 402/Dares Beach Road (including future planned segments)
- 7.2.1.3** Construct east/west bikeways between Fox Run Boulevard and Stoakley Road.
- 7.2.1.4** Construct north/south bikeways between College Station, Dares Beach Road extended, and MD 231/Hallowing Point Road.
- 7.2.1.5** Establish a deliberate program to evaluate whether travel lanes, parking, or road shoulders may be repurposed as bicycle lanes during each roadway resurfacing project

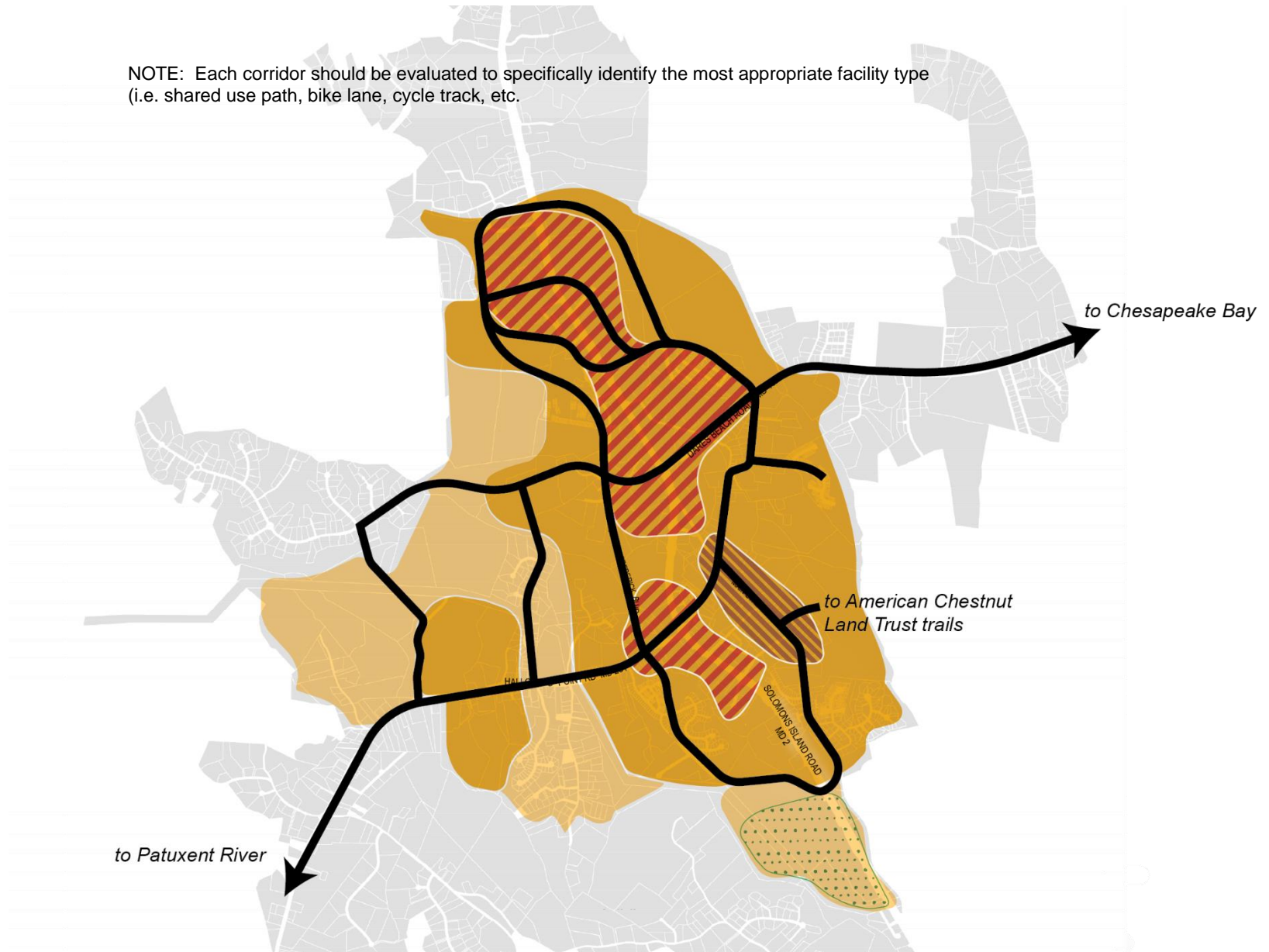
Objective 2: Implement strategic policy changes to advance bicycle network implementation, connect subdivisions, and fill in gaps in the sidewalk and pathway networks.

- 7.2.2.1** Update county road and development standards to ensure that new roadways fully incorporate safe and buffered bicycle facilities or shared use paths.
- 7.2.2.2** Require all new subdivisions to connect their frontage sidewalks to the nearest logical termini (an intersection, community facility, etc).
- 7.2.2.3** Require subdivisions that cannot connect their frontage sidewalks to a logical terminus due to right of way or other constraints to construct a sidewalk segment of similar length/complexity elsewhere in the Town Center within the existing right-of-way.

⁵ While future improvements to MD 2/4 should include wide sidewalks or shared use pathways, vehicle speeds and noise would make those much less comfortable than parallel facilities.

FIGURE 6. ILLUSTRATIVE BIKEWAYS NETWORK

NOTE: Each corridor should be evaluated to specifically identify the most appropriate facility type (i.e. shared use path, bike lane, cycle track, etc.)



Objective 3: Reinvest in Main Street to achieve a vibrant hub of commerce, and civic and community activity.

7.2.3.1 Construct the Calvert County Administrative Services building with a strong orientation to Main Street to set one anchor of this corridor will be set.

7.2.3.2 Enhance the pedestrian environment and streetscape with a green median, use of pavers and decorative streetlights and other enhancements.

While speeds are generally low in this section of Main Street, pedestrian crossings are wide and not formally controlled. These improvements will set a new tone for Main Street in accordance with the desired aesthetic and atmosphere.



FIGURE 7. ILLUSTRATION OF PUBLIC GREEN SPACE AND CIVIC PLAZA ALONG MAIN STREET. (PHOTO CREDIT: 2013 PRINCE FREDERICK CHARETTE REPORT)

Goal 3: Enhance Regional and Local Transit Service.

Like the roadway network's different local and regional purposes, transit service in Prince Frederick has two aims: local and regional. Commuter service operated by MDOT MTA operating from Prince Frederick currently serves only Washington D.C. and the Suitland Metro station, but Annapolis is also a major employment destination for Calvert County residents. Local services operated by the Calvert County Public Transportation System operate infrequently but do cover nearly every part of the county.

Objective 1: Expand commuter service to regional employment destinations for commuters outside the county:

- 7.3.1.1** Encourage MDOT MTA to implement a new commuter bus route from Prince Frederick to state office complexes in the downtown Annapolis government center.

Objective 2: Operate frequent, reliable local service for transit users within the immediate environs of Prince Frederick.

- 7.3.2.1** Operate fixed-route service at a maximum headway of 60 minutes during weekday daytimes

- 7.3.2.2** Implement on-demand or subscription-based evening service

This would increase service span—meeting the needs of early-morning or late-evening transit user—at a lower cost than expanding fixed-route service

Goal 4: Revise Subdivision and Land Development Regulations to Support Sustainability in Transportation

Electric Vehicle Charging

Electric vehicles are rapidly increasing in popularity, and they hold great promise to reduce operating costs, emissions, and roadway noise, but they are not yet widely in use in Prince Frederick; as of March 2021, only 17 were registered in the zip code.

Objective 1: Implement targeted policy changes to make owning and operating an EV in Prince Frederick more attractive

- 7.4.1.1** Provide electric vehicle charging stations at all public facilities within the Town Center. Prioritize adding stations at the other county government office buildings, the two courthouses, Calvert Pines Senior Center, Calvert Library, and the College of Southern Maryland Prince Frederick Campus.
- 7.4.1.2** Require commercial and multifamily residential developments of a determined minimum size to include a certain number of electric vehicle charging stations per unit or square foot.
- 7.4.1.3** Require new single-family homes to be “EV ready” by incorporating a dedicated electric line and outlet of sufficient voltage accessible from a garage, carport, or driveway such that an electric vehicle charging station may be added in the future. This outlet is typically a standard NEMA 14-50 240-volt outlet.

Parking

Town Center Zoning Ordinances have traditionally incorporated by reference the parking and loading standards contained in the Calvert County Zoning Ordinance for nonresidential properties. These prescribe a minimum number of parking spaces per square foot, a maximum equal to 125 percent of that

minimum, and an additional 25 percent allowance for pervious spaces. While these rates are adequate for assuring abundant parking at all times of day, they are also inefficient uses of land with large surface parking lots that form a barrier to pedestrian access, produce large amounts of stormwater runoff, and constitute an ongoing maintenance burden for property owners. Reducing the amount of space dedicated to surface parking would lower these impacts and yield more a more attractive, cohesive, and contiguous built environment.

Objective 2: Scale back the maximum amount of parking that is required in new developments.

- 7.4.2.1 Revise the zoning code to include form-based parking reductions, which would lower the number of required parking spaces if certain design elements were incorporated, such as locating parking behind rather than in front of a building.
- 7.4.2.2 Require shared parking reductions among multiple uses in a single development.
Currently, the zoning ordinance optionally permits optional shared parking and lays the reduction rates to be used for mixed-use developments. Developers could be required to use these reduced rates as the “minimum” basis for their parking maximum.
- 7.4.2.3 Reduce the parking maximum from 125 percent to no more than 100 percent and require all spaces in excess of the minimum to be pervious.
- 7.4.2.5 Establish a county-administered “Parking Bank” or “Transfer of Parking Rights” program with multiple zones within the Town Center into which new developments and existing property owners could enter to share parking without needing to enter into individual shared-parking agreements.
Existing property owners with excess spaces could sell credits for those spaces to the parking bank, and new developers could buy them at a rate less expensive than the cost of constructing new spaces; cross easements may be necessary.

Goal 5: Create a More Practical and Equitable Approach to Managing Traffic Impacts from New Development.

The county’s Adequate Public Facilities (APF) ordinance establishes a process by which traffic studies are to be conducted and establishes a level of service standard which varies by roadway type and development location. Developments *may not* be permitted unless the developer mitigates the additional traffic brought by the development. The Director of Public Works is granted authority to determine mitigation measures to achieve adequacy – or to waive the requirements altogether.⁶ Current regulations require only proposed developments which would generate 400 or more trips daily or 40 peak hour trips to perform a traffic study.

As a practical matter, this means that only those site plans which include approximately 40 single family houses, or 65 apartments or townhomes generate enough trips to require a traffic impact study.⁷ Few, if any, planned developments in the Town Center tend to meet this threshold due to phasing and timing

⁶ Separate from the APF regulations is the County’s building excise tax (Chapter 136-11, Article III) which as of the date of this adoption assesses a charge of \$3,500 per dwelling unit which is then dedicated to the County’s road account and budgeted through the usual appropriations process. Non-residential development is exempted from the excise tax for roads.

⁷ Based on Institute of Transportation Engineers (ITE) standard trip generation rates, commercial uses of 1,000 square feet or more and offices of 14,000 square feet or more would trigger a traffic impact study.

considerations. Moreover, even if the thresholds were met the scale of such developments also makes it economically infeasible to require major improvements to the transportation network. Major improvements may also not be legally justified due to existing traffic volumes and congestion relative to the number of new trips generated by a development. When project-specific traffic impact studies are performed, they tend to result in improvements which specifically benefit the subject development (a new turn lane or traffic signal, for example) rather than improving conditions in the overall transportation network.

The Calvert County Transportation Plan recommended studying a pay-per-unit fee for transportation improvements within Town Centers rather than traditional traffic impact studies and associated mitigations in lieu of project-specific traffic impact studies. This approach would equitably apportion costs among developers, the county and state rather than imposing all improvement costs on the first developer whose impacts would trigger mitigation due to a failing level of service (as presently defined in the APF regulations.)

Objective 1: Eliminate Project-Specific Traffic Impact Studies & Mitigation Requirements

- 7.5.1.1** Adopt the transportation network in Figures 5 and 7 as the future transportation network of the Town Center.
- 7.5.1.2** Restructure the current traffic impact analysis process and mitigation process. Require developers who add trips to the network—whether by a subdivision yielding one additional dwelling unit or the conversion of a commercial building to a more intensive use, for example—to pay a fee calculated based on a formula developed from designated future transportation network and growth forecast.

Under this approach, fees could only be used for capital, multimodal improvements listed in the transportation element of the Town Center Master Plan. The cost of site access improvements to the benefit of a single development should remain as direct cost of the development.

Traffic Case Study

Improvements to the MD 231 corridor exemplify why a new approach to traffic impact studies are needed. New residential development to the north of the College of Southern Maryland as well as on the south side will add trips to MD 231, as would any expansion on the campus itself. Individually, each development would not likely require a traffic impact study. Even if they did require an independent study, none of those developments individually (or collectively, most likely) could shoulder the cost of widening MD 231 between JW Williams Road and Thoroughbred Place as recommended in the transportation chapter. A fee-based approach to APF would help to these problems by providing a reliable funding source to the county and allow comprehensive sequencing of construction that meets the needs of existing traffic and future development.

CHAPTER 8. ECONOMIC VITALITY

Calvert County Comprehensive Plan Vision

We are building a strong local economy based on renewable resources, agriculture, seafood, high technology, retirement, recreation, and tourism.

Calvert County Comprehensive Plan Economic Vitality Goals

Goal 1: Strengthen economic opportunity in Calvert County.

Goal 2: Direct business growth to Town Centers while preserving agricultural land in the Farm and Forest District.

Goal 3: Expand Calvert County's tourism industry.

Goal 4: Strengthen educational opportunities in Calvert County.

Refer to the Calvert County Comprehensive Plan for pertinent objectives and actions.

Background

Historically, Calvert County's local economy relied on agriculture, fishing, seafood harvesting, and recreation. By early in the 20th century, tourism and recreation played an important role in the county's economy when the Towns of Chesapeake Beach and North Beach were developed. Over the century Solomons and areas along the Patuxent River emerged as attractive places for second homes, boating, and other water-related activities.

Today, Calvert County's economy is based primarily upon its location within the Washington, D.C. metropolitan area. The county's economy is stable compared to other jurisdictions in Maryland and the nation because of several factors including: 1) a strong local business climate; 2) job market stability; 3) proximity to major employment centers in Washington, D.C. and Virginia; and 4) a strong median household income.

Residents earn above average wages as compared to other Southern Maryland counties and the State of Maryland. Calvert is one of the wealthiest counties in Maryland and the wealthiest in Southern Maryland, in part because of the proximity to federal agency and contracting jobs. However, most of those jobs are in the surrounding counties. Approximately 60 percent of the county's workforce commutes out of the county for work.

The county aims to continue to strengthen business growth by directing development to Town Centers, like Prince Frederick, while preserving agricultural land and the county's rural character. Prince Frederick is connected to Charles County via MD 231, part of the "Commerce Corridor," the triangle of MD 2/4, MD 231, and MD 5 & MD 235 that connect Calvert, Charles and St. Mary's Counties.

Calvert County Comprehensive Plan Sustainability Approach

The county strives to meet the needs of current generations without overburdening future generations. It aims to balance the provision of commercial services and employment with the maintenance of a high quality of life. Sustainable economic development is necessary to ensure the long-term viability of the community. A reasonable rate of diversified economic growth is encouraged and sustained to provide jobs for residents, to increase incomes, and to expand the tax base.



The Cycle of Success illustrates the engagement and growth needed for a healthy business district.

Source: McCabe Enterprises (Boston, MA)

Economic Outlook

Five-Year Strategic Plan

Calvert County's Economic Development Strategic Plan Update for 2017-2022 establishes economic development priorities for the coming years. One of the Strategic Plan's central recommendations is to accelerate development of Town Centers "to create communities more likely to appeal to entrepreneurs and young professionals ... to help support more jobs and activity locally." Prince Frederick is the seat of county government and is the logical location for governmental, educational, legal and health care services as well as a strong regional retail center.

Economic Opportunities

Prince Frederick is home to the following top county employers:

- Calvert County Public Schools
- Calvert County Government
- CalvertHealth Medical Center
- The Arc of Southern Maryland
- Calvert County Health Department

Based on the county's overall list of top employers, new businesses coming to or starting in Calvert County are likely to be small to mid-size businesses with 200 employees or less. New jobs in Calvert County are most often expansions of existing home-based businesses that outgrow their residential locations or small businesses of 10 to 20 employees.

When residents speak of economic development in Prince Frederick, one of their major goals involves maintaining the Town Center's vibrancy by supporting local business owners and encouraging diversification of the business mix. These smaller-scale, idea-based employers are well-suited to locate in Prince Frederick with its access to public facilities, good infrastructure, commercial lease space, workforce and the support services needed to help them grow. Focusing commercial and employment development in Town Centers is crucial to creating the energy and vibrancy necessary to attract additional businesses.

Calvert County's Existing Industry Sectors

While many county residents commute to jobs outside of the county, the local economy is anchored by agriculture, seafood, health care, retirement, recreation and tourism, renewable resources, and energy businesses and institutions.

Emerging Industries in Prince Frederick

As Calvert County seeks to expand its economic base and attract residents, it will encourage development of emerging industries in Prince Frederick and growth in high tech, commercial and retail sectors, with attention to developing incentives and resources for entrepreneurship and innovation. These incentives may be geared toward targeted industries and businesses having measurable economic impact and include fast-track permitting, financing through the county's Economic Development Loan or Incentive Funds, business counseling, tax credits and access to a host of financial incentives and programs available through Maryland's Department of Commerce.

Health Care

Health care is a major employer for Calvert County with 3,500 people employed. CalvertHealth Medical Center, a 141-bed acute care facility in Prince Frederick, is the second largest employer in the county with a work force of 1,314. A concentration of medical services has developed around the hospital complex and should continue to be encouraged. The county is also home to about 20 assisted living facilities – six of which are located in Prince Frederick – providing a range of care levels. As county residents continue to age and the regional demand for health care services grows, the sector can be expected to expand. A specialty health care industry focused on retirees' specific health concerns would have a strong advantage in Prince Frederick.

High Tech Industries

Because Calvert County is a peninsula with limited transportation access and alternatives, it is unlikely to become a major manufacturing, transportation, or logistics hub. However, the county may be successful in attracting new economic industries such as software development or professional services jobs that produce ideas instead of physical goods. Many of these high-tech jobs can locate anywhere. There is also an upward trend of the workforce operating remotely coupled with an increased demand for remote employees and some employers moving away from traditional office settings. Thus, the quality of life and cost of living offered in Calvert County will be key decision points for employers and employees. These businesses and their employees depend upon secure high-speed and uninterrupted, high-capacity internet connections.

Commercial and Retail

Residents frequently request food service/drinking places and clothing/clothing accessories as new businesses in the county. Growth in commercial and retail space should be targeted primarily toward Prince Frederick due to the synergy provided from existing merchants, its accessibility, centralized location and existing infrastructure. Digital Commerce 360, a leading media and research organization with over 20 years of ecommerce reporting, notes consumers spent \$861.12 billion online with U.S. retailers in 2020, up 44.0 percent from \$598.02 billion in 2019. Online spending represented 21.3 percent of total retail sales in 2020, compared with 15.8 percent the year prior. It is likely these trends

will not only continue but will accelerate in the years to come thus leading to a major shift in brick-and-mortar store sizes and the purchasing habits of consumers.

Recreation & Tourism

Calvert County has many natural, cultural, recreational, and historical resources that draw residents and visitors to the county. The impact of the tourism industry on the county's economy is significant. In 2015 the tourism industry employed 2,071 workers in Calvert County. Total tourism tax receipts were \$37.7 million. Calvert County's 2015 visitor counts increased by 109,264 visitors, or 33.4 percent, over 2010. Total tourism industry sales increased from \$125 million in 2010 to \$146.8 million in 2015. However, there was less spending per visitor in 2015 than in 2010.

Programs to increase these offerings include training for hospitality jobs, supporting research into local history and archaeology, creating festivals and locations to showcase local attractions, and appropriately balancing the need to protect residents' quality of life with the demands of running tourist-oriented businesses on sites that may be distant from major roads and commercial centers.

Key tourism attractions in and around Prince Frederick include:

- Hallowing Point Park
- American Chestnut Land Trust Trails
- Hall Aquatic Center
- Dept. of Natural Resources beach and boat ramp on the Patuxent River
- Biscoe Gray Heritage Farm
- Battle Creek Cypress Swamp
- Calvert County Historical Society and Linden
- Wallville One-Room School
- Calvert County Art Council's Art Gallery
- Star-Spangled Banner Trail

Tourism can also be supported in Prince Frederick by expanding local dining and shopping, creating more walkable/bikeable and connected commercial zones and attracting travelers who may be visiting Calvert County on day trips.

Resource Partners

The Department of Economic Development works with many federal, state and local resource partners to provide a full range of support services and opportunities to the business community. Two major partners which we will continue to rely upon include:

Small Business Development Center: Provides proven, expert advice and training to current and aspiring small businesses in Calvert County and Maryland, resulting in successful businesses that create an economic impact and better quality of life in our communities.

CSM Workforce Center (formerly known as the CSM Corporate Center): Delivers diverse, top-quality, business-focused workforce programming and training, just-in-time customized workforce development solutions that maximize the potential of any business – small, medium or large. CSM's Workforce Center partners with clients to understand their business strategy and how that impacts workforce needs. CSM then develops client-centric solutions based on their unique challenges and opportunities.

Goals and Objectives

Goal 1: Strengthen economic opportunity and direct business growth in Prince Frederick.

Objective 1: Encourage development in Prince Frederick.

- A. Maintain an online presence of tools and resources for county businesses and businesses looking to locate in the county. [ED]
- B. Continue promotion of Prince Frederick as an option to site selectors and developers. [ED]
- C. Provide incentives for business relocation and expansion in Prince Frederick. [ED]
- D. Streamline the development review process in Town Centers. Maintain a fast-track permitting process for targeted businesses. [ED, PW, P&Z]
- E. Support development of retail and commercial projects that provide walkable, pedestrian-friendly and well-connected infrastructure to encourage consumers and visitors to spend more time in Prince Frederick. [ED, PW, P&Z]

Objective 2: Revitalize and strengthen the Main Street/Old Town area of Prince Frederick.

- A. Encourage the development of a Prince Frederick business association. [ED]
- B. Seek assistance from the Main Street America Program to build a stronger community through preservation-based economic development, including the areas of design, promotion, and organization. [ED]
- C. Encourage businesses, civic organizations, citizen and institutional groups to develop annual events to attract residents and visitors to Prince Frederick. [ED]
- D. Ensure compatible infill development in the Old Town district. [ED]

Goal 2: Expand Calvert County's tourism opportunities in Prince Frederick.

Objective 1: Improve Calvert County visitor experiences in Prince Frederick.

- A. Use cultural and community programming to attract new visitors to the town center. [ED]
- B. Support and coordinate marketing of special events and tourist events in Prince Frederick. [ED]
- C. Consider initiating a public art program. [ED]
- D. Encourage development and expansion of small-scale, high-end, retail businesses with a local flavor. [ED, P&Z]
- E. Establish a façade and signage assistance program to provide design/architectural assistance for existing businesses to include low-interest loans to assist existing businesses and property owners with signage and façade improvements that would enhance visitor experience. [ED, P&Z]
- F. Support the establishment of "destination" accommodations and dining to draw overnight tourism. [ED, P&Z]

Goal 3: Strengthen educational and workforce opportunities in Prince Frederick

Objective 1: Facilitate development of a workforce that meets the needs of Prince Frederick's variety of employers.

- A. Encourage the College of Southern Maryland to expand partnering with Calvert County health care providers that includes classroom instruction and clinical training at locations in the county. [ED]
- B. Maintain good relations with major employers and industry sectors to gauge and monitor trends and challenges in filling workforce needs. [ED]

- C. Strengthen educational programs to support entrepreneurship as well as the existing health care, agri-business, hospitality and energy industries. [ED]
- D. Leverage public/private partnerships to ensure an adequate labor supply for local businesses. [ED]
- E. Support expansion of the Prince Frederick campus of the College of Southern Maryland's programs to support local businesses such as The Corporate Center and the Small Business Development Center. [ED]

CHAPTER 9. WATER RESOURCES

Calvert County Comprehensive Plan Vision

We waste less, consume fewer natural resources, and properly dispose of waste.

Calvert County Comprehensive Plan Goals

Goal 1: Ensure sufficient drinking water quantity and quality to support projected population growth.

Goal 2: Ensure sufficient wastewater treatment capacity to support development in Town Centers served by public sewer systems.

Goal 3: Protect public health and water quality.

Goal 4: Install or enhance storm water management systems to reduce pollution in the county streams, Patuxent River, and Chesapeake Bay.

Refer to the Calvert County Comprehensive Plan for pertinent objectives and actions.

Overview

The Land Use policies contained the Calvert County Comprehensive Plan direct the majority of the county's residential and commercial growth into the Town Centers and minimize future residential development in the Farm and Forest District (FFD). Given these policies, the county must ensure that its water supply and wastewater systems in Town Centers meet current and future needs without jeopardizing the health of local waters, the Patuxent River, and the Chesapeake Bay. The Calvert County Comprehensive Water & Sewerage Plan, 2014 Update provides a framework for the county's water supply and sewerage disposal. The State of Maryland requires each county to have a county plan or a plan with adjoining counties. The plan is required to cover the 10-year period next following adoption by the county governing body. Currently, the Department of Public Works, Water and Sewerage Division in the process of updating the average flow capacity for the water and sewerage systems throughout Calvert County, which will be published in the upcoming revision of the Comprehensive Water & Sewerage Plan.

Calvert County Comprehensive Plan Sustainability Approach

The water resources chapter promotes the safe disposal of wastewater, relative to public health, and in environmentally sound ways so that groundwater and surface water quality remain viable for fisheries/ other aquatic resources and useful to humans in terms of consumption, irrigation, and recreation. Pollutants must be maintained at levels below which they might have significant impacts on human and ecological health and below the assimilative capacity of receiving waters.

Water Quality Regulations

The State of Maryland signed the 2014 Chesapeake Bay Watershed Agreement and has committed to reduce its nitrogen and phosphorus contributions to the Bay through the Total Maximum Daily Load (TMDL) program. To comply, Maryland has set nutrient caps for Calvert County wastewater treatment plants. The Bay Restoration Fund provides some funding to install enhanced nutrient removal (ENR) technology at wastewater treatment plants so they can achieve an effluent quality of 3.0 mg/l total

nitrogen (TN) and 0.3 mg/l total phosphorus (TP). Calvert County's Watershed Implementation Plan (Phase II WIP) sets target loads and reductions for nitrogen and phosphorus. Calvert County's wastewater plants have met the 2017 target loads level.

Drinking Water Assessment

Water Supply

The drinking water for the Prince Frederick Town Center and surrounding area is supplied by ground water aquifers. These aquifers are part of the Coastal Region and have the benefit of being insulated from contamination by layers of low-permeability clay that greatly reduces the chances that surface contaminants will reach the aquifers.

Calvert County's groundwater is actively monitored through the Calvert County Groundwater-Level Monitoring Network, administered jointly by the County Department of Public Works, Water and Sewerage Division, the Maryland Geological Survey, and the U.S. Geological Survey.¹ This network of wells is monitored on a real-time, monthly, or twice-yearly basis.

The Prince Frederick public water system consists of four wells and three storage tanks. The Prince Frederick water system provides fire protection for the service area. The East Prince Frederick Well and Water Tower facility was completed in 2015, along with the expanded groundwater allocation permit which addressed increasing water demand for the foreseeable future. The East Prince Frederick Well and Water Tower Well extends into the Lower Patapsco aquifer, which is being used for all large water systems into the future. A smaller water tower on the west side of Prince Frederick is planned to provide additional storage, redundancy and pressure stability of the system.

Drinking Water Capacity

The Prince Frederick's municipal system is operated by the Calvert County Department of Public Works, Water and Sewerage Division. The 2014 and 2040 average daily demands for the Prince Frederick system is shown in Table 9-1. Maps of existing water and sewerage systems and maps of water and sewerage planning categories for Calvert County, are available for review in the county's Water and Sewerage Division.²

Table 9-1 Present and Projected Water Supply Demands and Planned Capacity

Municipal Well Systems	2014 Average Daily Demand Million Gallons per Day (MGD)	2014 Planned Capacity Million Gallons per Day (MGD)	2040 Average Daily Demand Million Gallons per Day (MGD)
Prince Frederick	0.468	0.717	0.672

Source: Calvert County Comprehensive Water & Sewerage Plan, 2014 Update

¹ Maryland Geological Survey. (January 18, 2017). *Groundwater Wells in Calvert County, Maryland*. Retrieved May 10, 2018 from <https://md.water.usgs.gov/groundwater/calvert/>

² Calvert County Comprehensive Water & Sewerage Plan, 2014 Update, p. 53

Drinking Water Demand

Calvert County's per capita daily water demand is approximately 106 gallons per day and is estimated to remain at this level until at least 2040.

The Prince Frederick public water system serving has planned system expansions that will accommodate water service to about 2,800 more residents, as shown in Table 9-2.

Table 9-2 Planned Water System Capacity Increases and Additional Persons Accommodated

Public Well Systems Serving Town Centers	Approximate Persons Served (2014)	Persons Accommodated by Planned Capacity	Increase in Persons Accommodated
Prince Frederick	5,200	8,000	2,800

Drinking Water Quality

Calvert County's drinking water undergoes regular testing in compliance with Maryland Department of the Environment requirements and the Federal Safe Drinking Water Act requires public systems to conduct a Source Water Assessment to understand the vulnerabilities of drinking water sources. The Prince Frederick water supply is not susceptible to contaminants originating at the land surface due to the protected nature of confined aquifers. The most significant sources of ground water pollution are naturally occurring elements, such as arsenic. The Prince Frederick water system is tested quarterly for arsenic levels.

Wastewater Assessment

Septic systems, particularly those systems that are failing, present significant threats to the quality of the county's drinking water and the health of the county streams, Patuxent River, and Chesapeake Bay. Directing growth into the Town Centers where households and businesses will be connected to public sewer systems is an important step in minimizing the growth of septic system usage in the county and reducing the associated pollutants.

Wastewater Treatment Capacity and Demand

The Prince Frederick facilities with their total capacity and average demand are shown in Table 9-3.

Table 9-3 Wastewater Treatment Facilities Capacity and Demand

County Sewerage Systems	2014 Served EDUs	2014 Existing Capacity (MGD)	2014 Average Demand (MGD)
Prince Frederick WWTP I and II	3,062	0.65	0.429

Source: *Calvert County Comprehensive Water & Sewerage Plan, 2014 Update*, Table 9

Note: MGD, Millions of gallons daily; EDU, equivalent dwelling units

Prince Frederick's wastewater treatment facilities are planned to increase capacity by 0.75 MGD. The planned capacity, average demand and projected increase are shown in Table 9-4.

Table 9-4 Planned Capacity of Wastewater Treatment Facilities

County Sewerage Systems	Planned Capacity (MGD)	2040 Average Demand (MGD)	2040 Served EDUs	2014-2040 Projected Increase (EDU)
Prince Frederick WWTP I and II	0.75	0.7	4,120	1,058

Source: *Calvert County Comprehensive Water & Sewerage Plan, 2014 Update*

Effluent Impact to Water Resources

Effluent from wastewater treatment plants (WWTPs) and septic tanks is a major source of contamination for waterways and present threats to drinking water quality. Calvert County focused on making improvements to its wastewater treatment plants to meet its TMDL target loads for nitrogen and phosphorus through the Phase II Watershed Implementation Plan.

Wastewater Treatment Plants

The Prince Frederick Wastewater Treatment Plants I and II and their associated pump stations serve the Town Center and nearby areas. Service is provided to nearby areas including the Calvert County Industrial Park, Hallowing Point District Park, College of Southern Maryland, Barstow and Calvert High School, Yardley Hills, and a portion of the Dares Beach community. The Prince Frederick systems are land application systems; they do not discharge any nutrients into the Chesapeake Bay.³

Wastewater Treatment System Expansion Policies

The *Calvert County Comprehensive Water & Sewerage Plan, 2014 Update*, lays out policies for sewer system expansion based on land use, stressing the establishment or expansion of sewer systems in Town Centers and not permitting sewer service areas in rural and agricultural areas.

Managing Stormwater and Non-Point Source Pollution

Stormwater is a major source of contamination in the Chesapeake Bay and Patuxent River. Calvert County's Phase II Watershed Implementation Plan focuses heavily on addressing stormwater runoff through various methods to meet target loads for nitrogen, phosphorus and sediment.

In response to this plan, the county has focused on planning and implementing stormwater management practices such as bioretention, rain gardens, bioswales, impervious surface reduction, shoreline erosion control, urban stream restoration, infiltration practices, vegetated channels, wet ponds and wetlands.⁴

Calvert County adopted a Stormwater Management Ordinance in 2011, which establishes requirements for managing stormwater runoff and encourages the use of environmental site design (ESD) to the maximum extent practicable in new development. Stormwater management plans are required by the Calvert County Department of Public Works for all development and redevelopment projects in the county. These plans must be submitted at three phases in the development process-concept, site

³ WIP Phase II

⁴ Phase II WIP

development, and final stormwater management construction. Designs must account for additional stormwater runoff volume attributable to new development.

The Stormwater Management Ordinance requires the use of ESD treatment practices such as disconnection of rooftop runoff, rainwater harvesting, submerged gravel wetlands, infiltration berms, rain gardens, swales, and enhanced filters to satisfy the applicable minimum control requirements. The minimum control requirements state that ESD planning techniques and treatment practices must be exhausted before any structural best management practices are implemented (Calvert County Stormwater Management Ordinance, Article IV, § 123-10).

The Prince Frederick Town Center, including the expansion areas, is located within three watersheds (12-digit watersheds) of the Chesapeake Bay: Hunting Creek, Parkers Creek, and North Battle Creek. Hunting Creek and Parkers Creek are two of the five largest watersheds in the county. The Prince Frederick Town Center includes many retail and institutional land uses that have large surface parking lots. Based upon an analysis of aerial photography, there was approximately 24 percent of the Prince Frederick Town Center that was covered by impervious surfaces. Approximately 18 percent was comprised of asphalt/concrete, and five percent was comprised of buildings. This plan recommends that these creeks and their tributaries be assessed regarding their stream function, water quality, and habitat to improve the health of our waterways. Possible ways to address degraded waterways include stormwater management facility retrofits, storm drain outfall repairs, and stream and wetland restoration.

Goals, Objectives and Strategies

Goal 1: Ensure sufficient drinking water quantity and quality to support projected population growth.

Objective 1: Continuously gather and analyze up-to-date data on the water supply for the Prince Frederick Town Center.

- 9.1.1.1 Consider expanding the county's adequate public facilities regulations to include water facilities to ensure the availability of adequate services for new development. [PW, P&Z, HD]

Goal 2: Ensure sufficient wastewater treatment capacity to support development in the Prince Frederick Town Center.

Objective 1: Manage wastewater system capacity to ensure the systems are able accommodate new development in the Prince Frederick Town Center.

- 9.2.1.1 Continue to update the wastewater capacity management plan for the Prince Frederick sewerage system. [PW]
- 9.2.1.2 Provide adequate public wastewater treatment facilities to accommodate planned future development in the Prince Frederick Town Center. [PW]
- 9.2.1.3 Be proactive in the development of wastewater collection infrastructure in the Prince Frederick Town Center. [PW]
- 9.2.1.4 Consider expanding the county's adequate public facilities regulations to include wastewater treatment facilities to ensure the availability of adequate services for new development. [PW]

Goal 3: Protect public health and water quality.

Objective 1: Minimize pollution from wastewater treatment plants and septic systems.

- 9.3.2.1 Require new wastewater treatment systems to be land application systems. [PW, P&Z]
- 9.3.2.2 Require septic systems in Town Centers to connect to public WWTPs when sewage collection systems are available and in the event the septic system fails. [PW]

Goal 4: Install or enhance stormwater management systems to reduce pollution in the county streams, Patuxent River, and Chesapeake Bay.

Objective 1: Treat unmanaged impervious surfaces.

- 9.4.1.1 Incentivize removal of unused impervious area, green roof retrofits, and expanded use of permeable pavement. [PW]
- 9.4.1.2 Consider expanding the county's adequate public facilities regulations to include stormwater management services to ensure the availability of adequate services for new development. [PW]

Objective 2: Promote the protection of Parkers Creek, Hunting Creek, and Battle Creek and their tributaries.

- 9.4.2.1 Establish as a priority the protection of Parkers, Hunting, and Battle Creeks and their tributaries. [BOCC, PC, P&Z]
- 9.4.2.2 A. Assess Parkers, Hunting, and Battle Creeks and their tributaries for stream erosion. B. Seek ways to restore the streams. [PW, P&Z, EC]
- 9.4.2.3 Work with the Calvert County Environmental Commission to create public outreach activities to encourage people to reduce impacts to the waterways serving the Prince Frederick area. [P&Z, EC]

CHAPTER 10. GOVERNMENT AND COMMUNITY FACILITIES

Calvert County Comprehensive Plan Vision

Our communities are safe. We care for the well-being of each other.

Our children are well-prepared for the future. We offer robust and diverse educational opportunities with a variety of post-secondary educational and training opportunities.

We are building a strong local economy based on renewable resources, agriculture, seafood, high technology, retirement, recreation, and tourism.

Our government is efficient, open, and responsive to citizen needs and concerns.

Calvert County Comprehensive Plan Government and Community Facilities Goals

Goal 1: Establish policies and strategies that provide for high-quality, responsive, and cost-effective services to residents, businesses, and organizations in the county.

Goal 2: Maintain the high quality of educational facilities: public schools, college, and libraries.

Goal 3: Provide access to a variety of quality recreational environments and opportunities.

Goal 4: Ensure Calvert County has adequate healthcare facilities and programs.

Goal 5: Support public safety programs, strategies, and facilities development.

Goal 6: Maintain well-managed and effective solid waste and recyclable materials management systems in Calvert County.

Goal 7: Collectively plan future initiatives, to the greatest extent possible, with internal county departments and regional county jurisdictions, councils, and other potential partnerships.

Government

Prince Frederick is the county seat of Calvert County. State and county government services are provided at locations in Prince Frederick, many of which are in old town Prince Frederick. The State of Maryland's District Court is the State Office Building on Duke Street. The Circuit Court and Orphan's Court for Calvert County are in the historic Calvert County Courthouse. Several state departments provide services from the State Office Building. The Calvert County Board of County Commissioners and a few of the county departments are in the courthouse. Other departments are in various locations in Prince Frederick, some are temporary. In 2021, there are plans underway to demolish the existing County Services Plaza in old town and replace it with a larger building. The new building will consolidate many county services in one location and provide the courts with more space in the courthouse. The plan is for the new building to be a green building, meeting Leadership in Energy & Environmental Design (LEED) certification. County government services will continue to be an anchor on Main Street in Old Town Prince Frederick. State and county government services will within walking distance of each other.

Education

Elementary and Secondary Schools and Regional Facilities

The Prince Frederick Town Center and surrounding communities are served by two elementary schools, Barstow and Calvert, Calvert Middle School, Calvert High School. The regional facilities of the Calvert Career and Technology Academy and Calvert Country School, located in Prince Frederick,

provide instructional services to students through the county. In addition, comprehensive assessment testing of young children and parent consultations area offered through the Child Find, Infant and Toddlers, and Parent Connections programs, located within Calvert Country School.

The Calvert County Public Schools prepares a school facility master plan each year. The *School Facility Master Plan FY 2023* states: “The schools within the Prince Frederick Town Center are fairly well positioned for the future projected growth of this region for the next five years. All of the schools in this region are in good to excellent standing in the facility maintenance category. Only systemic requests are being proposed in the Capital Improvements Program.” (Page 35) The systemic projects are planned for Calvert Elementary and the Calvert Career and Technology Academy in FY 2022 and FY 2023: replacement of the heating, ventilation and air conditioning equipment and partial re-roof, respectively.

Higher Education

The College of Southern Maryland (CSM) Prince Frederick Campus is located in Prince Frederick, on the north side of MD 231. The flagship building was opened in 2005. CSM prepares a four-year strategic plan. The mission statement in the *College of Southern Maryland Strategic Plan 2018-2021* concludes with the statement, “The college embraces lifelong learning and service, providing a variety of personal enrichment and cultural programs in a safe and welcoming environment.”¹ The vision is “Transforming lives through lifelong learning and service.”²

Recommendations from *The Prince Frederick Charrette Report* and Chapter 3 Land Use in this plan include extending West Dares Beach Road to connect to J.W. Williams Road near Barstow Elementary School and the College of Southern Maryland. This east-west connection would allow people to access retail, office, government, and recreation amenities to the east and allow people to access the schools without having to use the MD 2/4 and Church Street/MD 231 intersection.

Libraries

Calvert Library is located in the Prince Frederick Town Center, in the northwest quadrant near Prince Frederick Boulevard. The four branch libraries are located in other areas of the county.

Calvert Library’s mission is to serve as a gateway to information, imagination, and inspiration. We:

- Empower individuals by facilitating lifelong learning and
- Strengthen our community by providing opportunities for connection to one another and the world³

The *Calvert Library Facilities Master Plan 2017-2037* (August 8, 2017) analyzed the library system and made recommendations. The consultants, Providence Associates LLC, noted that Prince Frederick Library is “a good example of the 21st century public library. There is abundant natural light, several comfortable seating areas and designated spaces for all age groups.”⁴ In the recommendations section,

¹ College of Southern Maryland’s website, https://www.csmd.edu/_images/about/strategic-plan/pre_isp_publicdocument_web2.pdf, page 3, accessed June 30, 2021.

² Ibid.

³ Calvert Library’s website, <https://calvertlibrary.info/about-us/board-of-trustees/mission-vision/#>, accessed June 30, 2021.

⁴ *Calvert Library Facilities Master Plan 2017-2037*, Page 26.

the plan states, “We heard from the public in both in the online survey and in focus groups and town hall meetings that parking is an issue at Prince Frederick. The plus side of having the library located in a popular shopping center is that it is convenient for the public and people ‘discover’ the library while in the area. The down side is that the library is sharing parking with the restaurants and stores. A joint parking structure may need to be considered in the future.”⁵

Older Adult and Senior Facilities

Calvert Pines Senior Center, one of Calvert County Government’s three senior centers, is located on West Dares Beach Road. The center is open weekdays, Monday through Friday, 8:30 AM to 4:30 PM. It is co-located with senior housing owned by the Calvert Housing Authority. Calvert Pines provides services for older adults, seniors, and persons with disabilities, such as congregate meals, recreation and education programs, and support for enrollment in social services programs. The FY 2022 Capital Improvements Plan includes a project proposed for FY 2023 to expand and renovate the Calvert Pines Senior Center to create offices and update the building’s older systems. The project is contingent on receiving a Maryland Senior Center grant.

Parks and Recreation

The *Calvert County Comprehensive Plan* the broad goal to “Provide access to a variety of quality recreational environments and opportunities.” (Page 10-19) The Comprehensive Plan sets for the expectations for recreation in the Town Centers.

Each Town Center should serve as the focal point of recreation for residents of the Town Center and their surrounding areas.

Each Town Center should have:

- A town park or “village green”
- An in-town pedestrian and bikeway system that connects residential areas, activity centers, and schools
- An outdoor public facility designed primarily for active team sports
- An indoor community center capable of providing a range of activities for all age groups

Calvert County Comprehensive Plan, Page 10-9

The *Comprehensive Plan* includes several objectives and action items related to Town Centers. Objectives focus on increasing the amount of land dedicated to recreation and natural resources, ensuring a wide selection of public recreation facilities and program area provided to meet the interests and needs of all ages, incomes, and abilities; increasing the variety of uses of community facilities; and expanding community involvement in recreation planning. Refer to Comprehensive Plan pages 10-19 and 10-20 for the objectives and actions.

Parks and recreation planning and acquisition goals are established in *Calvert County’s Land Preservation, Parks, and Recreation Plan (LPPR Plan)*. The updated plan was adopted on May 15, 2018. The current *LPPR Plan* includes detailed maps showing the locations of public parks and recreation sites, density of parks, open space, and recreation sites in the county, and driving distances to five types of recreation sites.

⁵ Ibid, Page 27.

Prince Frederick along with North Beach, Chesapeake Beach, and Lusby, have the highest density of public parks, open spaces, and recreational sites. The *LPPR Plan* reviews national recreation trends relevance to Calvert County, including demographic trends of Baby Boomers, Generation X, Millennials, and Generation Z; multiculturalism; programming; and healthy lifestyles and active living.

Driving distances to the five types of recreation sites are categorized as 10 minutes or less, 20 minutes or less, and greater than 20 minutes. Maps show driving distances to athletic fields, basketball courts, tennis courts, trail sites, and water access sites. The driving time for the Prince Frederick Town Center and surrounding area for athletic fields is 10 minutes or less. The driving time to basketball courts and tennis courts is 10 minutes or less for the Town Center and the area to the west and is 20 minutes for the area to the east, due to the courts' location in Hallowing Point Park. Driving time to trail sites is 10 minutes or less for the areas along MD 2/4 and east and most of the land along MD 231 and south, due to their proximity to the Prince Frederick to the Bay and American Chestnut Land Trust trails located east of MD 2/4 and the trails at Battle Creek Cypress Swamp, Battle Creek Nature Center, and Biscoe Gray Heritage Farm. The other areas in the Prince Frederick area have drive times of 20 minutes or less. Drive time to water access sites are either 10 minutes or less or 20 minutes or less, depending on the distance to the Hallowing Point Boat Ramp, Hughes Memorial Tree Farm, or Parkers Creek Heritage Conservation Fund site.

Both the *Calvert County Comprehensive Plan* and *Calvert County Land Preservation, Parks and Recreation Plan* call for the creation of trails and paths within Town Center areas that connect with outlying parks and open spaces. The *Prince Frederick Town Center Charrette Report for the Heart of Calvert County* (2013) proposes a regional trail, Prince Frederick to the River trail, that would run east-west and connect the Town Center to the Patuxent River. Also proposed is the Baltimore-Drum Point Railroad Trail, running north-south. (Page 44)

Regarding the *Comprehensive Plan's* call for what each Town Center should have, below is a comparison of what currently exists or is programmed in the Capital Improvements Program for the Prince Frederick Town Center.

- A town park or “village green”: Courthouse Green and Margaret and Boyd Shields King Memorial Park
- An in-town pedestrian and bikeway system that connects residential areas, activity centers, and schools: Sidewalks have been constructed during county and state streetscape projects and development of commercial and residential projects. During the update of the Town Center master plan, the county received grant funds from the Maryland Department of Transportation to conduct the Dunkirk & Prince Frederick Bikeways Feasibility Studies. This design project is a will determine the feasibility of creating shared-use paths that would connect important commercial, recreational, and residential destinations within each of the two Town Centers.
- An outdoor public facility designed primarily for active team sports: Hallowing Point Park is located west of the Town Center and is one of the county's three district parks. There are publicly accessible athletic fields located at Calvert High School, Calvert Middle School and Calvert Middle School site, and Calvert Elementary and Calvert Country Schools.

- An indoor community center capable of providing a range of activities for all age groups: Currently, there is the temporary location of the Harriet E. Brown Community Center on Dares Beach Road. The land for the permanent location was purchased in 2020. In the spring of 2021, the County Commissioners approved \$6 million for the construction of the center. These funds will be supplemented with grant funds. In addition, the county's sole public indoor aquatic center, the Edward T. Hall Aquatic Center, is located in the Prince Frederick Town Center.

A discussion of the county government's open space and recreation requirements for new development and recommendations for improvements are included Chapter 3 Land Use, Page 3-11.

Public Safety

Public Safety Facilities

Public safety facilities are police, animal control, fire, rescue, and EMS facilities that support Prince Frederick residents in emergency situations. These facilities are distributed throughout the county and sited primarily in Town Centers, where the county's population density is highest. Several of the public safety facilities are centrally located in Prince Frederick, the county seat.

Police protection is provided by the Calvert County Sheriff's Office and the Maryland State Police. The main facilities for the Sheriff's Office and Maryland State Police are currently located in the Prince Frederick Town Center. The Sheriff's Office headquarters is on Church Street near its intersection with MD 2/4. The headquarters is in The Calvert House, the county's first hospital. The Calvert House is on the Maryland Inventory of Historic Places (CT-0813) and is a designated a Calvert County Historic District.

The Maryland State Police Prince Frederick Barrack is on Main Street in old town Prince Frederick, near the Calvert County Courthouse. The mission of the Maryland State Police is to serve the people of Maryland and those who visit our State through purposed policing that protects our citizens, prevents criminal acts and traffic crashes, and provides the highest quality of law enforcement services available anywhere. This is accomplished through a network of local barracks and specialized units working in consultation and cooperation with allied public safety agencies to address issues impacting public safety in Maryland and each jurisdiction through an inter-jurisdictional strategy. (Source: Maryland State Police Administrative Manual)

The Detention Center is located on Stafford Road. The Detention Center maintains custody and control of all committed inmates and through partnerships with the Health Department and the Calvert County Family Network, offers reentry case management and evidence-based programs to address their criminogenic risks and needs.

Three volunteer fire-rescue-EMS organizations: Prince Frederick Volunteer Fire Department, Prince Frederick Volunteer Rescue Squad, and Calvert Advanced Life Support (Paramedics) are located within the Town Center. The Prince Frederick Volunteer Rescue Squad building broke ground on a new facility in 2017; the new facility went into operation in October 2018. The new 21,560 square foot rescue squad facility was constructed on the existing site. The Prince Frederick Volunteer Fire Department began construction of their new facility in August 2019 on the same ground as their current facility. The new 29,929 square foot fire department is expected to be completed in 2021. In 2020, the Calvert County Government began integrating Career Emergency Medical Services (EMS) into several volunteer

fire-rescue-EMS stations to support the volunteers with call volume. The Prince Frederick Volunteer Rescue Squad is currently housing one of the career units. The main 9-1-1 Emergency Communications dispatch facility, which receives and dispatches the appropriate police, fire-rescue-EMS services, is in the Prince Frederick Town Center with a backup 9-1-1 center located outside of the Town Center. However, the backup 9-1-1 center would be inside the Town Center when the Town Center is expanded. The Emergency Operations Center (EOC) is tasked with coordination of response agencies in a disaster situation whether manmade or technological. The main EOC is in the Prince Frederick Town Center. The backup EOC would be in the Town Center when the Town Center is expanded. The Public Safety Facility which houses office space for staff, the backup 9-1-1 center, and the backup EOC would be within the Town Center when it is expanded.

Currently, the county is in the planning process to relocate the main 9-1-1 center, main EOC, and Public Safety Facility staff to a location in the vicinity of the Town Center. It is anticipated this move would not occur until 2024-2025. The most recent Fire-Rescue-EMS Master Plan which addresses station locations was updated in 2008. There are plans to update it in the future.

The Linda L. Kelley Animal Shelter is an open admission animal shelter that receives and cares for owner surrendered animals and stray animals in Calvert County. The mission of the Linda L. Kelley Animal Shelter is to provide compassionate humane care and treatment to the shelter population, provide education regarding the proper care of animals and provide adoption services to the public. The shelter is run under the direction of the Calvert County Department of Public Safety. Two divisions of the department, the Animal Shelter Division and the Animal Control Division, share space in the shelter. The animal shelter is located on MD 231 in the Calvert County Industrial Park, approximately 3.5 miles from the MD 2/4 and Church Street/MD 231 intersection.

Health and Human Services

Healthcare Facilities

Calvert County Health Department

With near double the population since the Health Department main office building was initially constructed and as the sixth largest employer in Calvert County, the County Health Department is currently outgrowing its space and will need to expand to new locations or create a new main building to accommodate the influx of patients. The Calvert County Health Department is one of twenty-four local health departments in the state. The local health departments. The state's "Public Health Administration oversees vital public health services to Maryland residents including infectious disease control, environmental health programs, family health services, food safety, health care quality, vital records, the Office of the Chief Medical Examiner, the State Anatomy Board, and the activities of the 24 local health departments in Maryland."⁶

CalvertHealth

CalvertHealth Medical Health Center is a private, not-for-profit community-owned hospital. The main campus is located in Prince Frederick. The hospital is part of a health system that includes an employed physician network, a diagnostic imaging center, urgent care facilities throughout the county, and a mobile health unit that travels to under-served parts of the county. CalvertHealth is second largest employer in the county. Formerly known as Calvert Memorial Hospital, it was founded in 1919. The hospital's original building, located on Church Street, is a designated Calvert County Historic District. CalvertHealth periodically conducts a community health needs assessment.

The *2020 Calvert County Community Health Needs Assessment (CHNA)*. The CHNA seeks to provide an understanding of the most pressing health needs and to guide planning to address the needs. The service

⁶ State of Maryland's website, <https://health.maryland.gov/pha/Pages/home.aspx>, accessed June 6, 2021.

area for CalvertHealth includes Calvert County and some portions of southern Anne Arundel County. One of the prioritized health topics is exercise, nutrition, and weight (obesity). Calvert County scores higher than the state of Maryland in the percentage of adults who are obese (37.2 percent compared to 31.5 percent) and lower than the state on access to exercise opportunities (61.4 percent compared to 92.6 percent).⁷ Several of the significant health needs (prioritized and non-prioritized) are related to the pattern of land use: exercise, nutrition, and weight; environment; and transportation. Key themes from community input include “Lack of good sidewalks for walking safely is a concern with 57% of survey respondents⁸” and “The community needs more fitness and physical activity resources”.⁹ The 2020 Calvert Health Needs Assessment’s FY21-23 Implementation Plan sets forth strategies and actions, target population, key partners, tactics, and evaluation for each of the prioritized needs.¹⁰

CalvertHealth has published, *Walk Your Way: Calvert County Walking Guide*. This walking guide has several routes in the Prince Frederick area, including a route along Prince Frederick Boulevard. The guide is available online (http://www.healthycalvert.org/content/sites/calverthospital/Walk_Your_Way_Final.pdf). In addition, a map of walking routes on CalvertHealth’s campus in Prince Frederick is available online (http://www.healthycalvert.org/content/sites/calverthospital/Walking_Path.pdf).

The *Prince Frederick Charrette Report* included an analysis and recommendations for the hospital area. The report states:

As the needs of the community changes, so does the size and operation of the hospital. Demographic trends and predictions indicate the Millennials and the Baby Boomers are critical population groups that require an emphasis, although different focuses, on health and wellness. The Medical District [Hospital District] has a number of design scenarios that can support these large segments of the population and is located to take advantage of existing and proposed facilities. Campuses of offices and clinics can provide medical support beyond the in-patient hospital services, and the natural features of the area provide plenty of walking/biking. (Page 14)

The *Charrette Report* noted that “The adjacency to the hospital to share staff and facilities could be an ideal location for a Retirement Village – a continuing care community that includes independent living, assisted living, and a nursing home.” (Page 15)

Calvert County Nursing Center

Calvert County Nursing Center is located adjacent to the CalvertHealth campus and the Calvert County Health Department. “Calvert County Nursing Center is a not-for-profit skilled nursing center providing long-term skilled nursing care, post-acute rehabilitative services, memory support, palliative and respite care for people living in Calvert County and surrounding regions.”¹¹

⁷ 2020 Calvert County Community Health Needs Assessment, Page 34, <http://www.healthycalvert.org/content/sites/calverthospital/Reports/Calvert-Health-2020-CHNA.pdf>, accessed June 30, 2021.

⁸ 2020 Calvert County Community Health Needs Assessment, Page 38, accessed July 6, 2021. “The community survey was promoted across CalvertHealth’s entire service area from May 14, 2020 to June 22, 2020. A total of 797 responses were collected”, Page 15.

⁹ Ditto, Page 38, accessed July 6, 2021.

¹⁰ 2020 CHNA Implementation Plan, http://www.healthycalvert.org/content/sites/calverthospital/Reports/2020_-_2023_Implementation_Strategy_.pdf, Page 13, accessed July 6, 2021.

¹¹ Calvert County Nursing Center’s website, <https://calvertcountynursingcenter.org/our-services/>, accessed June 30, 2021.

Private Healthcare Providers

There are numerous private healthcare providers located in the Prince Frederick Town Center, many in the northern area of the Town Center near the hospital campus. As noted in the Economic Vitality chapter of this plan, healthcare is a major employer for Calvert County with 3,500 people employed.

Community Support Centers

Community support centers are facilities that provide basic needs or a community benefit including government buildings, food banks, and substance abuse centers. Calvert County has almost 70 community support centers. Over half of the county's community support centers are in Prince Frederick.

Solid Waste Management

The Department of Public Works, Solid Waste Division operates the Barstow Convenience Center on Stafford Road where residents can dispose of their trash and recyclables. In addition, the Solid Waste Division offers county residents free bulk item pick up services for many large items. Residents are permitted to bring large items to Appeal Landfill themselves. The Barstow Convenience Center is to be redesigned to have two levels like the Appeal Convenience Center. Funds are budgeted for Fiscal Year 2022.

Goals, Objectives and Strategies

Goal 1: Establish policies and strategies that provide for high-quality, responsive, and cost-effective services to residents, businesses, and organizations in the county.¹²

Objective 1: Provide high-quality, responsive, and cost-effective customer service.¹³

- 10.1.1.1 Conduct periodical analyses of county government space needs in Prince Frederick. [CA, DPW/GS]
- 10.1.1.2 Continue the preference of locating county services in or near Old Town Prince Frederick. [BOCC, CA, All Departments]

Goal 2: Maintain the high quality of the educational facilities in Prince Frederick: schools, college, and library.

Objective 1: Continue to support Calvert County Public Schools and the College of Southern Maryland located in Prince Frederick.

- 10.2.1.1 Support the Calvert County Public Schools located in Prince Frederick through the Capital Improvement Plan (CIP). [BOCC, PC, F&B, P&Z]
- 10.2.1.2 Coordinate future capital improvements for the College of Southern Maryland, Prince Frederick Campus. [BOCC, PC, P&Z, CSM]

¹² Calvert County Comprehensive Plan (CCCP), Goal 1, Page 10-17.

¹³ CCCP, Objective 2, Page 10-17.

Objective 2: Connect public schools, the College of Southern Maryland, and libraries to the surrounding residential areas and larger communities through programs and multi-modal transportation links.¹⁴

- 10.2.2.1 Develop public transportation links between public schools, College of Southern Maryland, and Calvert Library. [CR]
- 10.2.2.2 Provide bike racks and safe biking opportunities between public schools, College of Southern Maryland, and Calvert Library. [Calvert Library, CSM, P&Z, PW]

Goal 3: Provide access to a variety of quality recreational environments and opportunities in Calvert County.¹⁵

Objective 1: Increase the amount of land area dedicated to recreation and natural resources.

- 10.3.1.1 As the county's population grows, the inventory of parks and recreation assets and programs, as well as resources of the Department of Parks & Recreation should increase in a corresponding manner to ensure the continued delivery of high quality programs, facility maintenance, and infrastructure management. [P&R, P&Z]
- 10.3.1.2 Target the development of any new indoor and outdoor sports fields or courts, and/or other active recreation components in or near Town Centers. [P&R, P&Z, ED]
- 10.3.1.3 Plan for the creation and/or expansion of centrally located parks and green spaces in Town Centers. [P&R, P&Z]
- 10.3.1.4 Select locations for parks that are easily accessible to pedestrians and bicyclists living in the Town Centers. [P&R, P&Z]
- 10.3.1.5 Support the construction of the permanent Harriet E. Brown Community Center. [BOCC, P&R]

Goal 4: Support and/or encourage adequate healthcare facilities and programs in Prince Frederick.

Objective 1: Support the health and wellbeing of Prince Frederick residents.

- 10.4.1.1 Work with CalvertHealth to address the priority health topic of exercise, nutrition, and weight. [CR/OAA, CCHD]
- 10.4.1.2 Provide adequate space for the Calvert County Health Department to provide services to the county community. [BOCC, CR]

Goal 5: Support public safety programs, strategies, and facilities development.

Objective 1: Support the public safety of Prince Frederick residents.

- 10.5.1.1 Provide adequate space for the Calvert County Sheriff's Office to provide services to the Prince Frederick community. [BOCC, Calvert County Sheriff's Office]

Goal 6: Maintain well-managed and effective solid waste and recyclable materials management systems in the Prince Frederick area.

Objective 1: Ensure adequate facilities and infrastructure to accommodate current and future waste and recyclables.

- 10.5.1.1 Redesign and construct a new Barstow Convenience Center. [DPW]

¹⁴ CCCP, Objective 4, Page 10-19.

¹⁵ Goals, objective, and actions are from the *Calvert County Comprehensive Plan*, Page 10-19.

Chapter 11. Implementation

Tables of Actions, Schedule, and Responsible Agencies

Chapter 3. Land Use

Goal 1: Plan for multiple nodes of development in the town center.

Objective 1: Establish land use categories rather than development districts.	Timeframe or Associated Action	Responsible Parties
3.1.1.1 Eliminate development districts currently defined in the town center master plan and replace with the zoning categories described in this chapter.	Zoning Regulations Update	P&Z
3.1.1.2 Allow flexibility as to form, design and uses within each of the zoning categories.	Zoning Regulations Update	P&Z
Objective 2: Encourage interconnection among developments in the “Traditional Suburban” areas.	Timeframe or Associated Action	Responsible Parties
3.1.2.1 Permit cul-de-sacs only where topography dictates that connected streets are not feasible.	Zoning Regulations Update	P&Z, DPW, PC, BOCC
3.1.2.2 Require cul-de-sacs and disconnected streets to be connected by pedestrian and bicycle pathways.	Zoning Regulations Update	P&Z, DPW, PC, BOCC
3.1.2.3 Require developers to build pathways to the edge of their property if adjacent parcels are undeveloped; require developers of parcels adjacent to those pathways to connect their streets to them.	Zoning Regulations Update	P&Z, PC, BOCC
Objective 3: Promote an active streetscape that provides for multiple modes of transportation in the “Suburban Village” area.	Timeframe or Associated Action	Responsible Parties
3.1.3.1 Incorporate generally unbroken street frontage allowing for on-street parking; off-street parking should be accessed by alleys.	Zoning Regulations Update	P&Z, DPW
3.1.3.2 Require as much street grid connectivity as possible in new developments in the “Suburban Village” area.	Zoning Regulations Update	P&Z, DPW
Objective 4: Reinvigorate Main Street as the civic heart of Prince Frederick.	Timeframe or Associated Action	Responsible Parties
3.1.4.1 Incorporate civic space into the renovated Calvert County Government office building.	Short-Term	DPW

3.1.4.2 Permit increased residential density in the Main Street area to put more people within walking distance of it.	Zoning Regulations Update	P&Z, PC, BOCC
3.1.4.3 Encourage the establishment of affordable and age-restricted housing near Main Street.	Ongoing	DCR
3.1.4.3 In lieu of formal historic designation, implement architectural design requirements that complement the scale, building placement, materials and character of existing buildings surrounding the historic county courthouse.	Mid-Term	P&Z, PC
Objective 5: Support mixed-use redevelopment in nodes along the MD 2/4 corridor.	Timeframe or Associated Action	Responsible Parties
3.1.5.1 Increase flexibility of bulk regulations in the New Town/Mixed Use district.	Zoning Regulations Update	P&Z, PC, BOCC
3.1.5.2 Reduce parking requirements for new development in the New Town/Mixed Use district.	Zoning Regulations Update	P&Z, PC, BOCC

Goal 2: Rethink policy and financial tools to encourage a vibrant town center.

Objective 1: Add Location Efficiency as a Factor in Transferable Development Rights to Prince Frederick Town Center.	Timeframe or Associated Action	Responsible Parties
3.2.1.1 Reduce baseline TDR requirement to incentivize development in the core of the Town Center while maintaining the sliding scale approach to TDRs as recommended by the TDR committee.	Short-Term	P&Z, BOCC
3.2.1.2 Increase the number of TDRs required outside of the core of the Town Center, in the area initially intended as “Phase 2” as identified in the County Comprehensive Plan.	Short-Term	P&Z , BOCC
3.2.1.3 Calibrate the TDR policy shift such that no net loss of TDR potential occurs within Town Center. (See map below).	Short-Term	P&Z, BOCC
3.2.1.4 Consider creating a TDR bank, with the location efficiency goal achieved instead through a location efficiency surcharge.	Short-Term	P&Z, BOCC
Objective 2: Recalibrate excise taxes to support Town Center goals.	Timeframe or Associated Action	Responsible Parties
3.2.2.1 Study the impact of excise taxes on overall affordability of houses relative to the housing affordability goals of the town center master plan.	Ongoing	P&Z, FIN
3.2.2.2 Consider whether the excise tax rate for schools could be lowered and/or redirected for higher priority uses in transportation, parks and open space.	Ongoing	P&Z, FIN
Objective 3: Implement open space and active recreation requirements that reflect the type of	Timeframe or	Responsible Parties

development being built rather than just the intensity of the development.	Associated Action	
3.2.3.1 In the subdivision approval process, allow credit for connectivity to trails, off-site open spaces, and recreation opportunities.	Zoning Regulations Update	P&Z, R&P, PC, BOCC
3.2.3.2 Where credits are used to meet Objective 3.2.3.1, use a “fee-in-lieu” system rather than developer-provided recreational amenities. Direct fees to those resources to public spaces and facilities that better fulfill the town center vision.	Zoning Regulations Update	P&Z, R&P, BOCC, FIN
3.2.3.3 Require subdivision open space and recreation facilities to meet the typical activity patterns of persons likely to reside within the subdivision.	Zoning Regulations Update	P&Z, R&P, PC BOCC
3.2.3.4 Expand the range of permitted and encouraged recreation facilities to include bicycle and pedestrian infrastructure, natural environmental corridors, dog parks, and public art, cultural and heritage displays, cultural and culture.	Zoning Regulations Update	P&Z, R&P

Chapter 4. Environment and Natural Resources

Goal 1: Preserve, protect, and conserve natural resources and environmentally sensitive areas in the Prince Frederick Town Center.

Objective 1: Preserve and restore streams and stream buffers.	Timeframe or Associated Action	Responsible Parties
4.1.1.1 Continue protection of perennial streams and their buffers.	Ongoing	P&Z, DNR
4.1.1.2 Preserve and restore riparian forests.	Ongoing	P&Z, DNR
4.1.1.3 Establish a tree canopy goal for the Prince Frederick Town Center.	Short-Term	P&Z, DNR
Objective 2: Create greenways to connect the Prince Frederick Town Center to the Chesapeake Bay, Patuxent River, and their tributaries.	Timeframe or Associated Action	Responsible Parties
4.1.2.1 Develop a greenway map for the Prince Frederick area.	Short-Term	P&Z
4.1.2.2 Work with private owners, land trusts, and state agencies to preserve land in the identified greenway areas through easements or acquisition.	Ongoing	P&R, P&Z

Goal 2: Continue a comprehensive approach to environmental planning with special emphasis on watershed planning.

Objective 1: Preserve forestland and tree canopy.	Timeframe or Associated Action	Responsible Parties
4.2.1.1 Establish zoning regulations to protect the Environmental Conservation Area, located in the southern area of the Prince Frederick Town Center (identified in Chapter 3. Land Use of the Prince Frederick Town Center Master Plan). [P&Z]	Zoning Regulations Update	P&Z
4.2.1.2 Conduct an assessment of the current natural assets in the Town Center. Include in the assessment open spaces like King Memorial Park. [P&Z, EC]	Short-Term	P&Z, EC
4.2.1.3 Conduct an assessment on how to use and enhance natural solutions in the built environment to improve community outcomes. [P&Z, EC]	Short-Term	P&Z, EC
4.2.1.4 Analyze the current tensions and possible solutions between the changing environmental systems and our current infrastructure. Include in the analysis green infrastructure and natural solutions for stormwater management. [P&Z, EC]	Short-Term	P&Z, EC
4.2.1.5 Educate property owners regarding the benefits of tree planting around homes to reduce heating and cooling costs and other environmental benefits. [P&Z, EC]	Ongoing	P&Z, EC

Chapter 5. Heritage

Goal 1: Enhance while preserving a walkable and vibrant business district, government center, and center of community life.

Objective 1: Develop the Baltimore & Drum Point Railroad bed as a walking, biking, and jogging trail.	Timeframe or Associated Action	Responsible Parties
5.1.1.1 Establish an inter-committee/agency coordinating group to formulate a plan of action and milestones for developing the railroad bed for presentation to P&Z and the BOCC.	Short-Term	P&Z, P&R, PW
5.1.1.2 Conduct a community survey to gather input regarding citizen priorities regarding how the trail would appear.	Short-Term	P&Z, HDC, HC
5.1.1.3 Conduct a site survey to determine available access, easement issues, and workarounds.		
Objective 2: Prioritize completion of missing sidewalk segments in the Town Center.	Timeframe or Associated Action	Responsible Parties
5.1.2.1 Establish as a priority the completion of all sidewalks within the town center to a uniform grade and of a width, where possible, to permit two-way traffic.	Ongoing	DPW

5.1.2.2 Establish a process for annually reporting to the BOCC and public the status of sidewalk segment completion.	Short-Term	DPW
5.1.2.3 Develop a map available through multi-media sources of walkable areas within the town center.	Short-Term	DED, TS
Objective 3: Consider development of a town square(s).	Timeframe or Associated Action	Responsible Parties
5.1.3.1 Set as a priority the establishment of a town square within the town center that would re-purpose existing property and consider use of the armory site.	Short-Term	BOCC
5.1.3.2 Related to the above sub-objective, conduct a feasibility study to analyze the best location for a town square that could serve as a center of business and cultural life.	Short-Term	P&Z, ED

Goal 2: Preserve existing access to open space while developing walkable areas and access to other open space resources.

Objective 1: Promote accessibility to Parkers, Hunting, and Battle Creeks.	Timeframe or Associated Action	Responsible Parties
Promote walkable access to (to the extent feasible) Parkers, Hunting, Mill, and Battle Creeks.	Mid-Term	R&P
Objective 2: Prioritize preserving historic and scenic connector roads in the Town Center.	Timeframe or Associated Action	Responsible Parties
5.2.2.1 Formally designate Stoakley, Barstow, and Double Oak Roads (the last south of Dares Beach Road) as historic and scenic connector roads.	Mid-Term	P&Z, DPW
5.2.2.2 Develop uniform protections for these roads as a part of a historic and scenic road ordinance contemplated under the county comprehensive plan.	Mid-Term	P&Z, DPW
Objective 3: Develop a walking, biking and jogging trail paralleling Dares Beach Road running from MD 2/4 to Dares Beach.	Timeframe or Associated Action	Responsible Parties
5.2.3.1 Conduct a site survey to determine available access, easement issues, and workarounds.	Short-Term	P&Z, PW
5.2.3.2 Conduct a community survey to gather input regarding citizen priorities regarding how the trail would appear.	Short-Term	

Goal 3: Preserve and enhance historic structures and architecture that uniquely characterize Prince Frederick.

Objective 1: Preserve all structures of historic significance within the town center.	Timeframe or Associated Action	Responsible Parties
5.3.1.1 Prioritize preserving the [number] structures within the footprint of Prince Frederick that are on the Maryland Registry of Historic Places.	Mid-Term	P&Z

5.3.1.2 Identify and add to the Maryland Registry of Historic Places any additional historic structures within the town center not currently on the registry.	Mid-Term	P&Z
5.3.1.3 Establish a process for annual reporting to the BOCC and public regarding the status of preservation efforts.	Mid-Term	P&Z
5.3.1.4 Establish a process for identifying and placing as many town center properties as possible on the National Register of Historic Places.	Mid-Term	P&Z
Objective 2: Encourage new construction projects to emulate architectural features found on existing historic structures.	Timeframe or Associated Action	Responsible Parties
5.3.2.1 Develop an analysis of prominent architectural features on existing historic structures that can be emulated in new construction.	Mid-Term	P&Z
5.3.2.2 Make the foregoing analysis available as a “best practices” guide for emulating in new construction.	Mid-Term	P&Z
Objective 3: Develop a multi-media guide of historic structures in the Prince Frederick Town Center.	Timeframe or Associated Action	Responsible Parties
5.3.3.1 Develop a virtual guide of historic structures in Prince Frederick that would include allowing virtual interior tours.	Short-Term	DED, TS
5.3.3.2 Develop uniform signage that would identify and briefly describe historic structures and points of interest in Prince Frederick.	Short-Term	DED

Goal 4: Develop heritage resources that preserve and tell the story of Prince Frederick and its people.

Objective 1: Further develop resources that promote historic points of interest in Prince Frederick.	Timeframe or Associated Action	Responsible Parties
5.4.1.1 Develop a collaborative plan through an inter-agency/committee process for identifying and documenting the historic sites/points of interest, structures, and monuments in Prince Frederick.	Mid-Term	P&Z
5.4.1.2 Consistent with the prior objective, identify and develop multi-media means of presenting to the public town center historic sites/points of interest and structures.	Mid-Term	DED, TS
Objective 2: Develop easily accessible resources that tell personal stories that are connected with Prince Frederick.	Timeframe or Associated Action	Responsible Parties
5.4.2.1 Develop a collaborative plan through an inter-agency/committee process for identifying and documenting the personal stories associated with the historic structures and monuments within the town center.	Mid-Term	P&Z, TS
5.4.2.2 Consistent with the prior objective, investigate and procure multi-media technologies for making these personal stories accessible.	Mid-Term	P&Z, TS

Objective 3: Investigate means of telling individual stories through archeology.	Timeframe or Associated Action	Responsible Parties
5.4.3.1 Determine the feasibility of using discoveries and other resources from the town center's [15] archeological sites to assist in telling the individual stories associated with Prince Frederick.	Short-Term	P&Z, DED
5.4.3.2 Prioritize protecting archeological sites within the town center while investigating possible public access to the stories of these historic sites.	Short-Term	P&Z, DED

Chapter 6. Housing

Goal 1: Provide for full range of housing types in the Prince Frederick Town Centers to attract and retain multi-generational communities.

Objective 1: Facilitate the development of a variety of housing types in the Prince Frederick Town Center.	Timeframe or Associated Action	Responsible Parties
6.1.1.1 Continue the policy to allow accessory dwelling units on lots with single family dwellings.	Zoning Regulations Update	P&Z, PC, BOCC

Goal 2: Encourage walkable, mixed use communities in Prince Frederick Town Center.

Objective 1: Accommodate residential uses in areas that are traditionally commercial in character.	Timeframe or Associated Action	Responsible Parties
6.2.1.1 Continue to allow residential uses in mixed-use buildings in the Prince Frederick Town Center.	Zoning Regulations Update	P&Z, PC, BOCC
6.2.1.2 Encourage the co-location of multi-family housing into commercial areas to bring uses closer together and allow for redevelopment and infill housing.	Zoning Regulations Update	P&Z, PC, BOCC
Objective 2: Encourage location of small-scale personal service activities within a walkable distance of residential uses.	Timeframe or Associated Action	Responsible Parties
6.2.2.1 Accommodate home occupations at an appropriate scale in residential areas.	Zoning Regulations Update	P&Z, PC, BOCC

Goal 3: Provide programs to increase housing affordability.

Objective 1: Support programs that increase the availability of affordable units.	Timeframe or Associated Action	Responsible Parties
6.3.1.1 Encourage public/private partnerships and/or developer-nonprofit partnerships for the development of affordable housing, elderly housing, or upgrading of substandard housing.	Ongoing	DCR, DED
6.3.1.2 Avoid concentrating subsidized housing. Facilitate affordable housing in all area of the Town Center.	Ongoing	DCR, P&Z
6.3.1.3 Consider adopting inclusionary zoning regulations, after reviewing programs in other jurisdictions.	Zoning Regulations Update	P&Z, DCR, PC, BOCC

Goal 4: Support aging in place through universal design housing units, especially near health and support services.

Objective 1: Support aging in place through universal design.	Timeframe or Associated Action	Responsible Parties
6.4.1.1 Encourage the use of universal design principles in the housing units and communities.	Zoning Regulations Update	P&Z, PC, BOCC
6.4.1.2 Review parking requirements for housing to serve the disabled and seniors.	Zoning Regulations Update	P&Z, PC, BOCC
6.4.1.3 Provide opportunities to retrofit existing homes to incorporate universal design features so that seniors and the disabled can remain in communities longer, if they so choose.	Ongoing	DCR
Objective 2: Locate senior housing near health and other support services.	Timeframe or Associated Action	Responsible Parties
6.4.2.1 Continue to encourage age-restricted (senior or 55+) housing in Town Centers by reducing the full requirements of the Adequate Public Facilities requirements for schools, school excise taxes, and/or the use of Transferable Development Rights to increase allowable density.	Adequate Public Facilities Update	P&Z, FIN, BOCC
6.4.2.2 Develop incentives for assisted living facilities and nursing homes to be constructed in Town Centers.	Ongoing	CR, FIN, BOCC

Goal 5: Provide health services to the Calvert County community.

	Timeframe or Associated Action	Responsible Parties
6.5.1.1.1 Provide sufficient space for the Calvert County Health Department to provide services to the county community.	Mid-Term	CR, BOCC

Chapter 7. Transportation

Goal 1: Improve Traffic and Mobility in Prince Frederick

Objective 1: Take a firm stance with MDOT SHA and developer applicants with respect to access management along MD 2/4 and MD 231.	Timeframe or Associated Action	Responsible Parties
7.1.1.1 Make clear in the Zoning Ordinance that no additional access points along MD 2/4 are to be permitted between Main Street and MF Bowen Road.	Zoning Regulations Update	P&Z, DPW, PC, BOCC
7.1.1.2 Work with MDOT SHA and property owners to proactively convert existing access points to right-in and right-out only, with traffic directed to Prince Frederick Boulevard on the west side of MD 2/4.	Ongoing	P&Z, DPW
7.1.1.3 As an eastern loop road continues to be developed, ensure that similar actions are taken to proactively close access points along Maryland 2/4.	Mid-Term	P&Z, DPW
Objective 2: Expand traffic monitoring and intelligent transportation systems in the MD 2/4 corridor through Prince Frederick.	Timeframe or Associated Action	Responsible Parties
7.1.2.1 Encourage MDOT SHA to install traffic cameras, speed sensors and other real-time data collection and traffic management tools.	MDOT Priority Letter	BOCC
7.1.2.2 Encourage MDOT SHA to install a variable message sign on MD 2/4 northbound in advance of MD 231.	MDOT Priority Letter	BOCC
Objective 3: Complete strategic roadway network improvements in the Town Center.	Timeframe or Associated Action	Responsible Parties
7.1.3.1 Encourage MDOT SHA to complete the final one mile of widening of MD 2/4.	MDOT Priority Letter	BOCC
7.1.3.2 Extend the Prince Frederick Boulevard to intersect with MD 2/4 approximately 2000 feet south of Sherry Lane.	Concurrent with Development	DPW
7.1.3.3 Connect the two existing sections of Fox Run Boulevard.	Short-Term	DPW
7.1.3.4 Connect Chesapeake Boulevard to Harrow Lane.	Mid-Term	DPW
7.1.3.5 Construct the third segment of the eastern loop road that would continue between Calvert Memorial Hospital and the creek to its east, which connects to Hunting Creek, following the northern edge of the hospital parking lot to intersect MD 2/4 at Auto Drive.	Long-Term	DPW
Objective 4: Strategically expand roadway capacity and improve traffic operations and safety along MD 231.	Timeframe or Associated Action	Responsible Parties
7.1.4.1 Encourage MDOT SHA to widen MD 231 from two to four lanes between Thoroughbred Place and JW Williams Road.	MDOT Priority Letter	DPW, BOCC
Objective 5: Improve safety and access control along MD 231.	Timeframe or Associated Action	Responsible Parties
7.1.5.1 At Stafford Road, work with MDOT SHA to consider realigning the intersection to reduce the skew and improve sight distance for left turning vehicles.	MDOT Priority Letter	DPW, BOCC

7.1.5.2 At Barstow Road/German Chapel Road, work with MDOT SHA to consider realigning the intersection to reduce the skew.	MDOT Priority Letter	DPW, BOCC
7.1.5.3 At Adelina Road, work with MDOT SHA to consider signalization and implement speed control measures approaching Adelina Road.	MDOT Priority Letter	DPW, BOCC
7.1.5.4 Realign Ketch Road and the Hallowing Point Park access road from Jibsail Drive.	Mid-Term	DPW, R&P
7.1.5.5 Work with MDOT SHA to convert Jibsail Drive to right in/right out only.	MDOT Priority Letter	DPW, BOCC
7.1.5.6 Control future access to MD 231 by requiring any development to exit to onto a collector road which would be more likely to warrant signalization.	Zoning Regulations Update	P&Z, DPW, PC
Objective 6: Develop a street network in the northwest quadrant of the Town Center to relieve pressure on the intersection of MD 231 at MD 2/4 from new development both north and south of MD 231.	Timeframe or Associated Action	Responsible Parties
7.1.6.1 Extend West Dares Beach Road towards JW Williams Road.	Concurrent with Development	DPW
7.1.6.2 Connect Stoakley Road through the Hunter's Ridge subdivision to meet the West Dares Beach Road extension.	Concurrent with Development	DPW
7.1.6.3 Widen Stoakley Road between Prince Frederick Boulevard and the new roadway or construct a roundabout at the intersection of Stoakley Road and Prince Frederick Boulevard.	Concurrent with Development	DPW

Goal 2: Implement Bicycle, Pedestrian, and Streetscape Improvements to Enhance Community Connectivity and Sustainability in Prince Frederick.

Objective 1: Expand Prince Frederick's bicycle network.	Timeframe or Associated Action	Responsible Parties
7.2.1.1 Construct north/south bikeways east and west of MD 2/4 that roughly follow Prince Frederick Boulevard on the west side and Main Street, Armory Road, Fairgrounds Road, Fox Run Boulevard, and Chesapeake Boulevard (including future planned segments) on the east side.	Short-Term	DPW
7.2.1.2 Construct east/west bikeways between Main Street and points west along MD 231/Hallowing Point Road and between College Station and points east along MD 402/Dares Beach Road (including future planned segments).	Mid-Term	DPW
7.2.1.3 Construct east/west bikeways between Fox Run Boulevard and Stoakley Road.	Mid-Term	DPW
7.2.1.4 Construct north/south bikeways between College Station, Dares Beach Road extended, and MD 231/Hallowing Point Road.	Concurrent with Roadway Construction	DPW
7.2.1.5 Establish a deliberate program to evaluate whether travel lanes, parking, or road shoulders may be repurposed as bicycle lanes during each roadway resurfacing project.	Ongoing	DPW

Objective 2: Implement strategic policy changes to advance bicycle network implementation, connect subdivisions, and fill in gaps in the sidewalk and pathway networks.	Timeframe or Associated Action	Responsible Parties
7.2.2.1 Update county road and development standards to ensure that new roadways fully incorporate safe and buffered bicycle facilities or shared use paths.	Short-Term	DPW
7.2.2.2 Require all new subdivisions to connect their frontage sidewalks to the nearest logical termini (an intersection, community facility, etc.)	Zoning Regulations Update	P&Z, DPW
7.2.2.3 Require subdivisions that cannot connect their frontage sidewalks to a logical terminus due to right of way or other constraints to construct a sidewalk segment of similar length/complexity elsewhere in the Town Center within the existing right-of-way.	Zoning Regulations Update	P&Z, DPW
Objective 3: Reinvest in Main Street to achieve a vibrant hub of commerce, and civic and community activity.	Timeframe or Associated Action	Responsible Parties
7.2.3.1 Construct the Calvert County Administrative Services building with a strong orientation to Main Street to set one anchor of this corridor will be set.	Short-Term	DPW
7.2.3.2 Enhance the pedestrian environment and streetscape with a green median, use of pavers and decorative streetlights and other enhancements.	Mid-Term	DPW, DED

Goal 3: Enhance Regional and Local Transit Service

Objective 1: Expand commuter service to regional employment destinations for commuters outside the county.	Timeframe or Associated Action	Responsible Parties
7.3.1.1 Encourage MDOT MTA to implement a new commuter bus route from Prince Frederick to state office complexes in the downtown Annapolis government center.	MDOT Priority Letter	BOCC
Objective 2: Operate frequent, reliable local service for transit users within the immediate environs of Prince Frederick.	Timeframe or Associated Action	Responsible Parties
7.3.2.1 Operate fixed-route service at a maximum headway of 60 minutes during weekday daytimes.	Mid-Term	CCPT
7.3.2.2 Implement on-demand or subscription-based evening service.	Short-Term	CCPT

Goal 4: Revise Subdivision and Land Development Regulations to Support Sustainability in Transportation.

Objective 1: Implement targeted policy changes to make owning and operating an EV in Prince Frederick more attractive.	Timeframe or Associated Action	Responsible Parties
7.4.1.1 Provide electric vehicle charging stations at all public facilities within the Town Center. Prioritize adding stations at the other county government office buildings, the two courthouses,	Ongoing	P&Z, EC

Calvert Pines Senior Center, Calvert Library, and the College of Southern Maryland Prince Frederick Campus.		
7.4.1.2 Require commercial and multifamily residential developments of a determined minimum size to include a certain number of electric vehicle charging stations per unit or square foot.	Zoning Regulations Update	P&Z, PC, BOCC
7.4.1.3 Require new single-family homes to be “EV ready” by incorporating a dedicated electric line and outlet of sufficient voltage accessible from a garage, carport, or driveway such that an electric vehicle charging station may be added in the future. This outlet is typically a standard NEMA 14- 50 240-volt outlet.	Zoning Regulations Update	P&Z, PC, BOCC
Objective 2: Scale back the maximum amount of parking that is required in new developments.	Timeframe or Associated Action	Responsible Parties
7.4.2.1 Revise the zoning regulations update to include form-based parking reductions, which would lower the number of required parking spaces if certain design elements were incorporated, such as locating parking behind rather than in front of a building.	Zoning Regulations Update	P&Z, PC, BOCC
7.4.2.2 Require shared parking reductions among multiple uses in a single development.	Zoning Regulations Update	P&Z, PC, BOCC
7.4.2.3 Reduce the parking maximum from 125 percent to no more than 100 percent and require all spaces in excess of the minimum to be pervious.	Zoning Regulations Update	P&Z, PC, BOCC
7.4.2.4 Establish a county-administered “Parking Bank” or “Transfer of Parking Rights” program with multiple zones within the Town Center into which new developments and existing property owners could enter to share parking without needing to enter into individual shared-parking agreements.	Mid-Term	P&Z, PC, BOCC

Goal 5: Create a More Practical and Equitable Approach to Managing Traffic Impacts from New Development.

Objective 1: Eliminate Project-Specific Traffic Impact Studies & Mitigation Requirements.	Timeframe or Associated Action	Responsible Parties
7.5.1.1 Adopt the transportation network in Figures 5 and 7 as the future transportation network of the Town Center.	Short-Term	P&Z, PC, DPW, BOCC
7.5.1.2 Restructure the current traffic impact analysis process and mitigation process. Require developers who add trips to the network—whether by a subdivision yielding one additional dwelling unit or the conversion of a commercial building to a more intensive use, for example—to pay a fee calculated based on a formula developed from designated future transportation network and growth forecast.	Adequate Public Facilities Update	P&Z, DPW

Chapter 8. Economic Vitality

Goal 1: Strengthen economic opportunity and direct business growth in Prince Frederick.

Objective 1: Encourage development in Prince Frederick.	Timeframe or Associated Action	Responsible Parties
8.1.1.1 Maintain an online presence of tools and resources for county businesses and businesses looking to locate in the county.	Ongoing	DED
8.1.1.2 Continue promotion of Prince Frederick as an option to site selectors and developers.	Ongoing	DED
8.1.1.3 Provide incentives for business relocation and expansion in Prince Frederick.	Ongoing	DED
8.1.1.4 Streamline the development review process in Town Centers. Maintain a fast-track permitting process for targeted businesses.	Ongoing	P&Z, DPW
8.1.1.5 Support development of retail and commercial projects that provide walkable, pedestrianfriendly and well-connected infrastructure to encourage consumers and visitors to spend more time in Prince Frederick.	Ongoing	DED, P&Z
Objective 2: Revitalize and strengthen the Main Street/Old Town area of Prince Frederick.	Timeframe or Associated Action	Responsible Parties
8.1.2.1 Encourage the development of a Prince Frederick business association.	Mid-Term	DED
8.1.2.2 Seek assistance from the Main Street America Program to build a stronger community through preservation-based economic development, including the areas of design, promotion, and organization.	Mid-Term	DED
8.1.2.3 Encourage businesses, civic organizations, citizen and institutional groups to develop annual events to attract residents and visitors to Prince Frederick.	Ongoing	DED
8.1.2.4 Ensure compatible infill development in the Old Town district.	Zoning Regulations Update	DED, P&Z

Goal 2: Expand Calvert County's tourism opportunities in Prince Frederick.

Objective 1: Improve Calvert County visitor experiences in Prince Frederick.	Timeframe or Associated Action	Responsible Parties
8.2.1.1 Use cultural and community programming to attract new visitors to the town center.	Ongoing	DED
8.2.1.2 Support and coordinate marketing of special events and tourist events in Prince Frederick.	Ongoing	DED
8.2.1.3 Consider initiating a public art program.	Mid-Term	DED
8.2.1.4 Encourage development and expansion of small-scale, high-end, retail businesses with a local flavor.	Ongoing	DED
8.2.1.5 Establish a façade and signage assistance program to provide design/architectural assistance for existing businesses to include low-interest loans to assist existing businesses and	Mid-Term	DED

property owners with signage and façade improvements that would enhance visitor experience.		
8.2.1.6 Support the establishment of “destination” accommodations and dining to draw overnight tourism.	Mid-Term	DED

Goal 3: Strengthen educational and workforce opportunities in Prince Frederick.

Objective 1: Facilitate development of a workforce that meets the needs of Prince Frederick’s variety of employers.	Timeframe or Associated Action	Responsible Parties
8.3.1.1 Encourage the College of Southern Maryland to expand partnering with Calvert County health care providers that includes classroom instruction and clinical training at locations in the county.	Short-Term	CSM, DED
8.3.1.2 Maintain good relations with major employers and industry sectors to gauge and monitor trends and challenges in filling workforce needs.	Ongoing	DED
8.3.1.3 Strengthen educational programs to support entrepreneurship as well as the existing health care, agri-business, hospitality, and energy industries.	Ongoing	DED
8.3.1.4 Leverage public/private partnerships to ensure an adequate labor supply for local businesses.	Ongoing	DED
8.3.1.5. Support expansion of the Prince Frederick campus of the College of Southern Maryland’s programs to support local businesses such as The Corporate Center and the Small Business Development Center.	Mid-Term	CSM, DED

Chapter 9. Water Resources

Goal 1: Ensure sufficient drinking water quantity and quality to support projected population growth.

Objective 1: Continuously gather and analyze up-to-date data on the water supply for the Prince Frederick Town Center.	Timeframe or Associated Action	Responsible Parties
9.1.1.1 Consider expanding the county’s adequate public facilities regulations to include water facilities to ensure the availability of adequate services for new development.	Adequate Public Facilities Update	DPW, P&Z, PC, BOCC

Goal 2: Ensure sufficient wastewater treatment capacity to support development in the Prince Frederick Town Center.

Objective 1: Manage wastewater system capacity to ensure the systems are able accommodate new development in the Prince Frederick Town Center.	Timeframe or Associated Action	Responsible Parties
9.2.1.1 Continue to update the wastewater capacity management plan for the Prince Frederick sewerage system.	Long-Term	DPW
9.2.1.2 Provide adequate public wastewater treatment facilities to accommodate planned future development in the Prince Frederick Town Center.	Long-Term	DPW

9.2.1.3 Be proactive in the development of wastewater collection infrastructure in the Prince Frederick Town Center.	Long-Term	DPW
9.2.1.4 Consider expanding the county's adequate public facilities regulations to include wastewater treatment facilities to ensure the availability of adequate services for new development.	Adequate Public Facilities Update	DPW, P&Z, PC, BOCC

Goal 3: Protect public health and water quality.

Objective 1: Minimize pollution from wastewater treatment plants and septic systems.	Timeframe or Associated Action	Responsible Parties
9.3.2.1 Require new wastewater treatment systems to be land application systems.	Mid-Term	DPW, P&Z
9.3.2.2 Require septic systems in Town Centers to connect to public WWTPs when sewage collection systems are available in the event the septic system fails.	Mid-Term	DPW

Goal 4: Install or enhance stormwater management systems to reduce pollution in the county streams, Patuxent River, and Chesapeake Bay.

Objective 1: Treat unmanaged impervious surfaces.	Timeframe or Associated Action	Responsible Parties
9.4.1.1 Incentivize removal of unused impervious area, green roof retrofits, and expanded use of permeable pavement.	Ongoing	DPW
9.4.1.2 Consider expanding the county's adequate public facilities regulations to include stormwater management services to ensure the availability of adequate services for new development.	Adequate Public Facilities Update	DPW, P&Z
Objective 2: Promote the protection of Parkers Creek, Hunting Creek, and Battle Creek and their tributaries.	Timeframe or Associated Action	Responsible Parties
9.4.2.1 Establish as a priority the protection of Parkers, Hunting, and Battle Creeks and their tributaries.	Mid-Term	EC, P&Z, PC, BOCC
9.4.2.2 A. Assess Parkers, Hunting, and Battle Creeks and their tributaries for stream erosion. B. Seek ways to restore the streams.	Short-Term	EC, DPW, P&Z
9.4.2.3 Work with the Calvert County Environmental Commission to create public outreach activities to encourage people to reduce impacts to the waterways serving the Prince Frederick area.	Ongoing	EC, P&Z

Chapter 10. Government and Community Facilities

Goal 1: Establish policies and strategies that provide for high-quality, responsive, and cost-effective services to residents, businesses, and organizations in the county.¹

Objective 1: Provide high-quality, responsive, and cost-effective customer service.	Timeframe or Associated Action	Responsible Parties
10.1.1.1 Conduct periodical analyses of county government space needs in Prince Frederick.	Ongoing	CA, DPW/GS
10.1.1.2 Continue the preference of locating county services in or near Old Town Prince Frederick.	Ongoing	BOCC, CA, All Departments

Goal 2: Maintain the high quality of the educational facilities in Prince Frederick: schools, college, and library.

Objective 1: Continue to support Calvert County Public Schools and the College of Southern Maryland located in Prince Frederick.	Timeframe or Associated Action	Responsible Parties
10.2.1.1 Support the Calvert County Public Schools located in Prince Frederick through the Capital Improvement Plan (CIP).	Ongoing	BOCC, PC, F&B, P&Z
10.2.1.2 Coordinate future capital improvements for the College of Southern Maryland, Prince Frederick Campus.	Ongoing	BOCC, PC, P&Z, CSM
Objective 2: Connect public schools, the College of Southern Maryland, and libraries to the surrounding residential areas and larger communities through programs and multi-modal transportation links.²		
10.2.2.1 Develop public transportation links between public schools, College of Southern Maryland, and Calvert Library. [CR]		CR
10.2.2.2 Provide bike racks and safe biking opportunities between public schools, College of Southern Maryland, and Calvert Library.		Calvert Library, CSM, P&Z, PW

Goal 3: Provide access to a variety of quality recreational environments and opportunities in Calvert County.

Objective 1: Increase the amount of land area dedicated to recreation and natural resources.	Timeframe or Associated Action	Responsible Parties
10.3.1.1 As the county's population grows, the inventory of parks and recreation assets and programs, as well as resources of the		P&R, P&Z

¹ Calvert County Comprehensive Plan (CCCP), Goal 1, Page 10-17.

² CCCP, Objective 4, Page 10-19.

Department of Parks & Recreation should increase in a corresponding manner to ensure the continued delivery of high quality programs, facility maintenance, and infrastructure management.		
10.3.1.2 Target the development of any new indoor and outdoor sports fields or courts, and/or other active recreation components in or near Town Centers.		P&R, P&Z, ED
10.3.1.3 Plan for the creation and/or expansion of centrally located parks and green spaces in Town Centers.		P&R, P&Z
10.3.1.4 Select locations for parks that are easily accessible to pedestrians and bicyclists living in the Town Centers.		P&R, P&Z
10.3.1.5 Support the construction of the permanent Harriet E. Brown Community Center.		BOCC, P&R

Goal 4: Support and/or encourage adequate healthcare facilities and programs in Prince Frederick.

Objective 1: Support the health and wellbeing of Prince Frederick residents.	Timeframe or Associated Action	Responsible Parties
10.4.1.1 Work with Calvert Health to address the priority health topic of exercise, nutrition, and weight.		CR/OAA, CCHD
10.4.1.2 Provide adequate space for the Calvert County Health Department to provide services to the county community.		BOCC, CR

Goal 5: Support public safety programs, strategies, and facilities development.

Objective 1: Support the public safety of Prince Frederick residents.	Timeframe or Associated Action	Responsible Parties
10.5.1.1 Provide adequate space for the Calvert County Sheriff's Office to provide services to the Prince Frederick community.		BOCC, Calvert County Sheriff's Office

Goal 6: Maintain well-managed and effective solid waste and recyclable materials management systems in the Prince Frederick area.

Objective 1: Ensure adequate facilities and infrastructure to accommodate current and future waste and recyclables.	Timeframe or Associated Action	Responsible Parties
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10.5.1.1 Redesign and construct a new Barstow Convenience Center.		[DPW]
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RESPONSIBLE AGENCIES:

Board of County Commissioners (BOCC)	Department of Planning & Zoning (P&Z)
Calvert County Public Transportation (CCPT)	Department of Public Works (DPW)
College of Southern Maryland (CSM)	Department of Recreation & Parks (R&P)
Environmental Commission (EC)	Department of Technology Services (TS)
Department of Economic Development (DED)	Maryland Department of Transportation (MDOT)
Department of Finance & Budget (F&B)	Planning Commission (PC)
Heritage Committee (HC)	State Highway Administration (SHA)
Historic District Commission (HDC)	

TIMEFRAME OR ASSOCIATED ACTIONS:

Short-Term Actions are intended to be accomplished in the three years following adoption of the town center master plan.

Mid-Term Actions are intended to be accomplished in the third to fifth year following adoption of the town center master plan.

Long-Term Actions are intended to be accomplished in the fifth through tenth year following adoption of the town center master plan.

Some objectives require actions by the Planning Commission and/or the Board of County Commissioners. In typical comprehensive planning processes:

- the **Zoning Regulations Update** is updated shortly after the comprehensive plan is adopted. The **Zoning Regulations Update** requires analysis and development by the Department of Planning & Zoning, followed by public hearings and action by the Planning Commission and Board of County Commissioners.
- The **Adequate Public Facilities (APF)** regulations are part of the Zoning Ordinance Update. It is anticipated that the APF regulations will be reviewed as part of the Zoning Ordinance Update but adopted separately thereafter.

The **MDOT Priority Letter** is the County's statement of its priorities for state spending on roads, bridges, bikeways, and transit in the county. It is submitted annually to MDOT upon approval by the Board of County Commissioners.

